

Central Bankers Debate U.S. Rates As Dollar Climbs

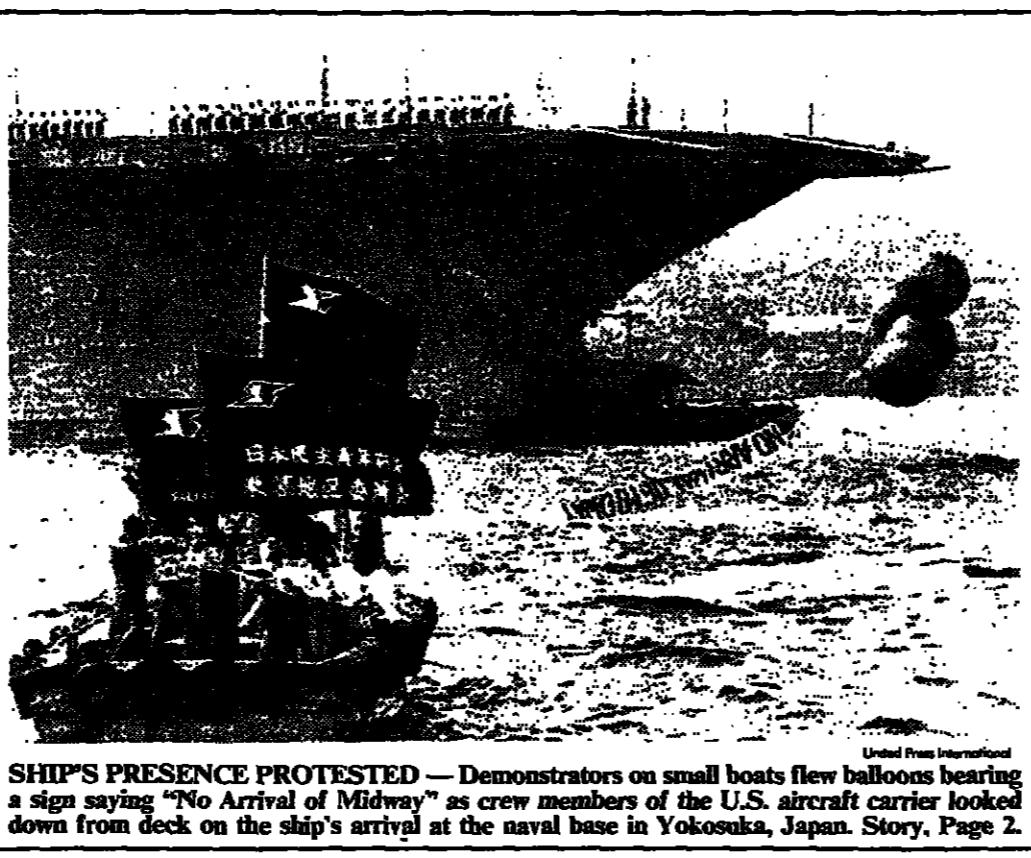
From Agency Dispatches LONDON — The U.S. dollar, although easing in late profit-taking, showed continued strength Friday against most major currencies...

frances and French francs to square their accounts, traders said. But the effect of the holiday did not hide the fact that the dollar's general trend was extremely strong.

Greek-U.S. Talks At Crucial Point, Officials Assert

ATHENS — Greece's foreign minister, Constantine Mitsotakis, said Friday that negotiations on the future of U.S. bases in Greece have reached a "final critical stage."

Although the bankers, meeting at the American Bankers Association international monetary conference in Lausanne, Switzerland, were careful not to criticize U.S. economic policies, Mr. Pöhl made clear the European preference for lower rates.



Japan Sets Stiff Fiscal Measures, Limits Rise in Military Spending

By William Chapman Washington Post Service TOKYO — The Japanese Cabinet fixed austere limits Friday on all government spending next year and significantly scaled down defense officials' requests for an increase in military expenditures.

Japan's defense agency had sought an increase of about 11 percent in this year's spending, with some officials contending it was necessary to satisfy the U.S. request for Japan to expand its military capability in the Pacific.

Defense officials who had wanted to push for a more expansive role. They had contended that fixing a ceiling now would sharply restrict the military budget even before the Hawaii meetings begin.

4 Dissidents Released In Polish Court Ruling

By John Darnon New York Times Service WARSAW — A Warsaw court ordered four anti-Communist political dissidents to be released from jail Friday and set their trial on charges of anti-state activity for June 15.

As part of the campaign to force the release of the KPN members, at least 26 persons in Poland have gone on hunger strikes, including Mr. Moczulski's wife, Maria, who ran the organization in his absence.

September on a charge of "insulting the political system of the Polish People's Republic." The charge stemmed from an interview that appeared in Der Spiegel, a West German news magazine, in which he talked of the need of replacing the "Communist dictatorship" in Poland.

Two other prisoners were freed earlier, so that a group of nine persons who were counted by activists as political prisoners, only two remain in jail. They are the brothers Jerzy and Ryszard Kowalczyk, who are serving 25-year sentences for blowing up a meeting hall in 1971 in Opole the day before a meeting of policemen was scheduled to be held there.

U.S. Sees Reported Warsaw Pact Plans As Attempts to Hinder Polish Reform

By Bernard Gwertzman New York Times Service WASHINGTON — Reagan administration officials express concern over confidential reports suggesting that the Soviet Union and some of its allies may be planning another set of Warsaw Pact maneuvers around Poland to intimidate Poles on the eve of a crucial Communist Party congress next month.

That group, which plainly enjoys strong Soviet backing, has charged that "anti-Socialist forces" are coming to the fore in Poland and are receiving support from "international imperialist circles."

U.S. Moves a Step Closer To Making Neutron Arms

By Walter Pincus Washington Post Service WASHINGTON — The Energy Department told Congress earlier this week that it has taken a new step toward building neutron weapons, the new generation of short-range nuclear warheads and artillery shells that has caused a political uproar in the North Atlantic Treaty Organization for four years.

into them to make them neutron. A basic ingredient in the components was to be the radioactive material tritium.

SWAPO Official Bars Linkage on Namibia, Angola

The Associated Press UNITED NATIONS, N.Y. — The Reagan administration's linkage of Namibian independence to a withdrawal of Cuban troops from Angola is unacceptable, a leader of the South-West Africa People's Organization said Friday.

A top Pentagon official said that the Energy Department acted even though the White House has not made a final decision on whether it will mate the two portions of the weapon or keep them separate.

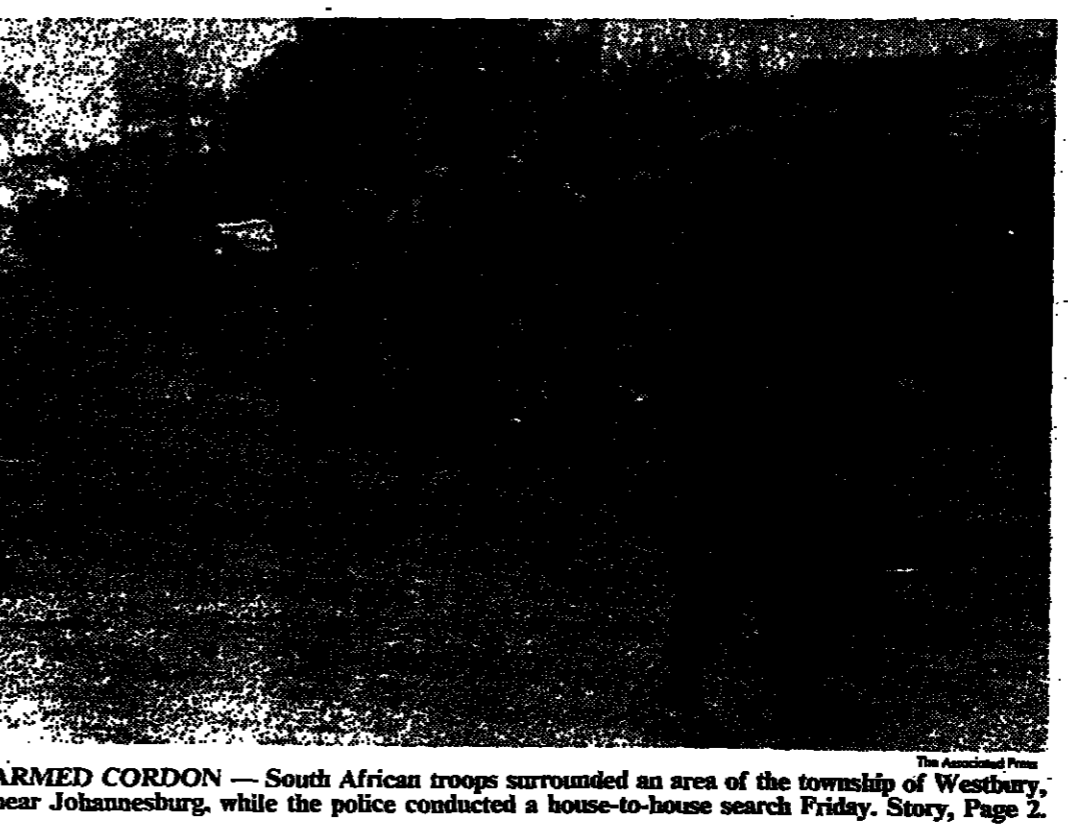
INSIDE

Setback for Reagan on Lefever In a preliminary defeat for President Reagan, the Senate Foreign Relations Committee rejected his nomination of Ernest W. Lefever as human rights chief.

Paris Air Show The 34th International Paris Air and Space Salon has just opened at Le Bourget airport, with a display of the latest in aerospace equipment.

Questions on the World Economy Is the world economy moving toward the brink of collapse? What are the fears and dangers, real and false? An analysis, Page 18.

MONDAY America, the Educator Around the globe, from Africa to the Middle East to the Orient, dozens of Third World countries are coming to the same conclusion: survival, whether a country is rich or poor, demands know-how, and the result has been an educational gold rush to the United States of astounding proportions.



ARMED CORDON — South African troops surrounded an area of the township of Westbury, near Johannesburg, while the police conducted a house-to-house search Friday. Story, Page 2.

U.S. Studies Role of Arms in Relations With China

By Leslie H. Gelb New York Times Service WASHINGTON — In preparing for the visit of Secretary of State Alexander M. Haig Jr. to China from June 14 to 17, the Reagan administration is moving toward decisions that will give more of a military cast to Chinese-American relations.

ment, have concluded that Taiwan does not need the advanced FX fighter, which is still on the drawing boards. The officers have come around to the view that China does not pose a major threat to Taiwan and that China is more important to the United States than Taiwan.

A related decision is what to do about China's standing on the munitions control list, or list of actual weapons, which is administered by the State Department. As of now, China is restricted to nonlethal equipment such as trucks and radios.

Reflecting this caution, a State Department spokesman said Thursday that for the past two months there had been a period of relative calm in Poland. He said that "despite propaganda from the Soviet Union, Czechoslovakia, and East Germany that seeks to create an opposite impression, the Polish people continue to work together in calm and dignity to solve their problems."

Javits Will Advise Haig WASHINGTON — Jacob K. Javits, 77, the Republican who served four terms as U.S. senator from New York, has been appointed a foreign-policy adviser to Secretary of State Alexander M. Haig Jr., the State Department has announced.

Mitterrand's Coattails Reach Even to Bourgeois Burgundy as

By Jonathan Kandell
International Herald Tribune

DIJON, France — A journey through Burgundy is a trek across prosperous France. No need to consult the statistics to sense that Dijon and its countryside have been spared much of the unemployment and sluggish growth afflicting the nation.

Yet Dijon, this bastion of bourgeois conservatism, gave a majority of its votes to Francois Mitterrand, a Socialist, who unseated the center-right incumbent, Valery Giscard d'Estaing, in the presidential elections last month.

"Dijon, a leftist city? Ah, no, no, no, no!" asserted Maurice Leclere, an editor of the local newspaper, Depeches, with stubborn conviction. "One must not confuse the votes for Mitterrand and the votes against Giscard."

Still, Mr. Leclere added somewhat contradictorily that a herd mentality might be building. "People like to be on the winning side here, so they might vote Socialist again," he said.

Scare Campaign

Whatever the reasons, the Socialists seem to be enjoying a crest of popularity even in the most conservative French communities. Opinion polls suggest the party might take as much as 36 percent of the national vote in the first legislative electoral round, which would mean that Mr. Mitterrand could easily emerge from the runoff round with the leftist parliamentary majority he needs to pass his economic and political programs.

Conservative politicians, led by Jacques Chirac, the neo-Gaullist mayor of Paris, are warning that a leftist-controlled legislature would move the country in a Marxist direction that would subvert civil liberties and private enterprise.

But there is little sense of panic in Dijon's business and political community. An official of the chamber of commerce recalled that back in the late Middle Ages the city broke a siege by an army of Swiss and Germans by paying

the invaders with thousands of barrels of red Burgundy wine.

"Opponents should not always be met head-on," he said. "Besides, the Socialists are not unreasonable people. They may want wealth to be better distributed — who can argue against that? But they are not about to break the economic machine."

A similar realism seems to have pervaded the campaign of Robert Pujade, the Gaullist mayor who is running for re-election as legislator from Dijon's western and southern district.

Biological Reaction

Like just about everybody in Dijon, Mr. Pujade says it was no surprise to him that Mr. Giscard d'Estaing fared so badly. He claims to have perceived a mounting wave of conservative disaffection with the former president over the last year. "Among doctors, lawyers, industrialists, it was fashionable to make fun of Giscard," he said. "He was simply in office too long. And another seven years as president would have been an eternity. I think this was almost a biological reaction in most of the electorate."

Mr. Pujade, whose face easily crinkles into a buck-toothed grin that belies his 53 years, was once considered "the young wolf" of na-

tional conservative politics. At barely 40, he was a minister in the government of the late Georges Pompidou. He has been mayor for a decade, and a legislator since 1978. Along the way, his image has metamorphosed into that of an old fox.

He harbors no illusions about returning to national government. He feels his best hope of overcoming what looks like a Socialist tidal wave is to vault his reputation as a loner whose only ambitions are to serve his Burgundy constituency.

"I belong to an endangered species: those few politicians who want to follow their own course," said Mr. Pujade. "Among the people who voted for Mitterrand, there are many who are not Socialists. To win, I obviously will have to appeal for their support."

Pagnol Tableau

But French politics being what they are, with a deep ideological chasm separating most voters into left and right, Mr. Pujade is not about to wade into trade-union halls or stand outside factory gates. On a recent blistering, cloudless day, his powder-blue Citroen carried him down the narrow wine route to Brochon, a small rural village on the southern rim of his constituency where he had been invited to inaugurate a Catholic home for the elderly.

In a scene reminiscent of a Pagnol film, the village notables — the mayor, the priest, merchants, the schoolmaster, the vineyard owners and their wives, and a red-faced police chief bedecked with decorations — stood outside Brochon's new two-story retirement home to greet Mr. Pujade.

The local mayor, speaking above the accordion music booming from the window of a nearby house, lamented the decline of traditionally strong family ties that made necessary institutions for the aged. A 6-year-old girl cut the violet ribbon strung across the entrance of the handsome, rustic building, and curtsied for Mr. Pujade.

The Dijon mayor and legislator reminded his audience of his efforts on behalf of the elderly. But there was no overt campaign pitch. He was talking to the converted.

Roland Carraz, Mr. Pujade's Socialist opponent in the legislative race, said he had not been invited. "And I am not likely to be invited to address the local chambers of commerce and industry either," he added. "That will come after we win."

Mr. Carraz, a wiry, 38-year-old history professor, traces his confidence to the demographic shifts over the last generation that have accompanied the industrialization of Burgundy. He is mayor of Chevigny, a Dijon suburb that has quadrupled its population over the last two decades as vineyards have given way to factories. In 1977, he became the first Socialist to head the municipal government in more than a generation. He ran a strong but losing legislative race against Mr. Pujade in 1978.

For years, Mr. Carraz chafed at conservative arguments that with a center-right national government in power it made little sense for the electorate to vote for leftist legislative candidates. But with Mr. Mitterrand in the presidency, Mr. Carraz has embraced the same reasoning.

His red-brick city hall is festooned with large banners proclaiming his allegiance to the new Socialist president. And the mayor said anyone who will listen that "we must give Mr. Mitterrand the parliamentary majority to set out his programs."

"It is a very unambiguous message," conceded Mr. Carraz. "I want to get across the point that my opponent's only loyalty is himself."

Walesa, in ILO Talk, Issues Stern Warning

New York Times Service

GENEVA — Lech Walesa, the head of Poland's independent trade union Solidarity, warned Friday at an international conference of nearly 2,000 government and labor leaders against any foreign interference in the social and political transformation that he said the labor movement has triggered in his country.

By reporting to labor's traditional weapons of strikes and demonstrations, Solidarity started a movement for change that touched all sectors of Polish life, the Polish worker delegate said. "We realize that we are only at the beginning of these changes," he added, "but no one in Poland doubts that there can be no return to the old methods of governing the country and managing its economy."

Ray's Condition Is Called Stable

Reuters

PETROS, Tenn. — James Earl Ray, the killer of Martin Luther King, was in stable condition Friday after being stabbed 22 times Thursday in the library of the state prison here.

Officials said it might be a day or two before Mr. Ray, 53, is returned to the prison. Doctors at a hospital in nearby Oakridge said it took 77 stitches in an hour of surgery to close wounds in an arm, the chest and neck.

They said five inmates, three blacks and two whites, were being questioned. But they refused to speculate on the motive for the attack. Mr. Ray, who is serving a 99-year sentence for the murder of Dr. King in 1968 was stabbed with a knife fashioned from part of a window frame.

Cosmos-1275 Launched

United Press International

MOSCOW — The Soviet Union announced on Friday the launching of Cosmos-1275, an unmanned space-exploration satellite.

BVLGARI advertisement with logo and address: ROMA · 10 VIA DEI CONDOTTI, NEW YORK · HOTEL PIERRE, GENÈVE · 86 RUE DU RHÔNE, MONTE CARLO · AVENUE DES BEAUX-ARTS, PARIS · HOTEL PLAZA-ATHÈNÉE.



External Relations Minister Claude Cheysson of France, right, responded to questions from reporters in Washington as Secretary of State Alexander M. Haig Jr. looked on.

Cheysson Assures U.S. on Policy

WASHINGTON — Claude Cheysson, the French external relations minister, has assured the Reagan administration that the rule of France's new Socialist government will be "full respect of our commitments."

The 61-year-old career diplomat is making the first visit by a high French official since President Francois Mitterrand took office May 21.

After a two-hour meeting Thursday with Secretary of State Alexander M. Haig Jr., Mr. Cheysson told reporters that Mr. Mitterrand's victory had not changed France's position among "the close allies of the United States."

Without being specific, Mr. Haig said, "I must say we were very, very pleased with these initial discussions, which will continue."

Bundestag Passes Budget As Coalition Strain Shows

BONN — Chancellor Helmut Schmidt of West Germany gained parliamentary approval Friday for the 1981 federal budget after a four-day debate that showed up potentially dangerous rifts in his left-liberal coalition.

As expected, the Bundestag (lower house) passed this year's 231-billion-mark (\$95-billion) spending plan by a comfortable margin of 269-220.

Rumblings of dissent on increased military spending from left-wingers in Mr. Schmidt's Social Democratic Party disappeared in mid-debate. Only three government deputies abstained from voting on a military budget of about 42 billion marks.

Instead, controversy centered on how the government should close a widening budget deficit that will require at least 34 billion marks in fresh credits this year, a record, and possibly more in 1982.

The liberal Free Democrats, the junior coalition partners, saw the answer in cutting the country's welfare benefits, which are among the most generous in Western Europe — a stance challenged by Mr. Schmidt and other Social Democrats.

Leading politicians of both coalition parties acknowledge the issue will be a major test for the government alliance as it works on plans for the 1982 budget, to be presented to parliament in mid-September.

Some political commentators have gone further, predicting the coalition could tear itself apart. The differences on state spending follow signs of strain within the coalition over NATO nuclear strategy, which is opposed by Social Democratic left-wingers, and over political shifts on the local level, where only one Social Democratic/Free Democratic coalition now remains in power, in the state of Hesse.

In the debate, Mr. Schmidt indirectly rebuked Hans-Dietrich Genscher, the Free Democratic leader and foreign minister, by saying he could not agree that West Germany's social-security network had become a "social hammock," a phrase Mr. Genscher used last week.

The gap between the two parties' thinking was made clear again Friday after one of the Free Democratic budget spokesmen, Hans-Günter Hoppe, insisted that efforts to correct the deficit "must go to the very limits of what is acceptable."

The Defense Ministry budget, the second largest item after social spending, was increased at the last minute by 850 million marks, largely in funds clawed back from other ministries.

Honecker Attacks Missiles BERLIN (Reuters) — Erich Honecker, the East German leader, said Friday that the deployment of new U.S. medium-range missiles in Western Europe would be suicidal and appealed directly to the Bonn government to drop its support for the weapons.

Addressing a congress of the Free German Youth organization in East Berlin, the party chief said that the 572 Cruise and Pershing-2 missiles that are to be installed by 1983 would "inevitably direct a retaliatory strike against Western Europe, and that means nothing more than suicide."

Police Search Township in South Africa

United Press International

JOHANNESBURG — Armed soldiers cordoned off a residential block in a colored (mixed-race) township Friday while police conducted a house-to-house search for the suspected leaders of violent protests in the previous two days, witnesses said.

The national news agency SAPA said the manhunt in Westbury resulted in hundreds of arrests, but a police spokesman said that only 30 persons were picked up for questioning and that all but three were subsequently released.

Colored high-school students boycotted classes to protest the earlier battles with the police and the continued detention of a student leader, Azziz Jardine, who was arrested a week ago.

The police with dogs patrolled the revived colored townships west of Johannesburg on Friday, but there was no violence. About 200 soldiers closed off access to the suburb of Westbury while riot police in camouflage uniforms questioned residents.

Children Stay Home Officials said more than half the students stayed away from classes at five major high schools in the townships, 6 miles (10 kilometers) from central Johannesburg. There had been calls for a classroom boycott, but many parents apparently kept children home also out of fears of violence.

At the University of the Western Cape, South Africa's major colored university outside Cape Town, students voted "not to boycott classes because 'it would disrupt the work of the community.'"

There was calm in other colored areas around Cape Town, the home of most of the country's 2.5 million mixed-race people, and student leaders said they would discuss next week whether to come out in sympathy with the Johannesburg students.

The government rushed army forces into colored areas Thursday to halt racial violence that had spilled over into white suburbs for the first time in nine days of disturbances.

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Nationality Bill Passed in Britain

From Agency Dispatches

LONDON — The House of Commons has given its final approval to the controversial Nationality Bill, attacked by the opposition Labor Party, immigrants and church groups as racially discriminatory.

Government sources said the bill, approved Thursday, could become law by the end of the summer.

The house voted 287-234 in favor of the bill. It now goes to the House of Lords, but the upper chamber could only delay it and not reject it outright.

Home Secretary William Whitelaw said the proposed legislation is not racist or sexist as its critics have charged. He told legislators before the vote that the 1948 Nationality Act, which it would replace, was long overdue for an overhaul.

The bill creates three categories of citizens — British citizens, citizens of British dependent territories, and British overseas citizens — and it limits the right to live in Britain.

Its definition of British citizens as people born in Britain of parents "normally resident" has infuriated leaders of Britain's 2 million nonwhites, who say it removes a guarantee of citizenship to anyone born in Britain.

Because of that provision, critics charge the law is intended to keep out nonwhite immigrants from Commonwealth nations.

The bill outlines categories for the 3 million residents in Britain's few remaining colonies and for British citizens overseas who chose citizenship when former colonies gained independence.

Roy Hattersley, the Labor Party spokesman for domestic affairs, said his party would change the Nationality Bill if it defeated the Conservative government of Prime Minister Margaret Thatcher in the next general election.

"We will repeal this bill ... with a measure that accepts that Britain is a multiracial society, with a bill that respects the rights and feelings of the ethnic minorities," he said.

WORLD NEWS BRIEFS

Forlani Sees Progress in Italy's Coalition Talks

ROME — Italian Premier-designate Arnaldo Forlani indicated Friday that he had made progress toward forming a new government. But Socialist leader Bettino Craxi, on whose support Mr. Forlani's Christian Democrats depend, hinted that agreement had not yet been reached after a meeting of the two parties' chiefs.

Mr. Forlani's government collapsed 10 days ago over a scandal involving alleged membership of government ministers and top military men in a secret Masonic lodge. He said he would resume consultations on Monday.

Police said a Finance Corps officer who had been questioned in the Masonic scandal shot himself to death on Friday. The corps did not say whether Luciano Rossi, a lieutenant in Italy's internal revenue service, had left a note giving the motive of his suicide.

Qadhafi Warns France on Ties to Israel

PARIS — Libyan leader Col. Moammar Qadhafi was quoted Friday as warning France against aligning itself with Israel in the Middle East.

Interviewed by the French leftist daily Liberation, Col. Qadhafi said he could not imagine that the new Socialist government in France would sacrifice its interests in the Arab world.

"If France aligns itself with Israel," he said, "all cooperation will be excluded whether bilateral or with the Arab world. But I can't imagine France would sacrifice its interests." President Francois Mitterrand has accepted an invitation to become the first French president to visit Israel.

5 More Social Democrats Quit in Hamburg

HAMBURG — Five leading members of Hamburg's ruling Social Democratic Party have resigned in support of Hans-Ulrich Klose, who stepped down as city mayor last month over a nuclear power project, party officials said Friday.

The resignations came Thursday night during a stormy party meeting to resolve the crisis brought on by disagreements on the planned nuclear plant at Brokdorf, northwest of Hamburg, the site of several violent anti-nuclear demonstrations. Mr. Klose's government had proposed postponing the project to allow time for solving problems of nuclear-waste storage.

The five who quit were left-wing members of the Hamburg party's executive committee. The meeting was attended by Bonn Defense Minister Hans Apel, who has been charged with finding a new mayor for the city. The city is one of West Germany's 10 Lander, or states, so that its political crisis can have repercussions in Bonn.

Inquiry Into Bangladesh Coup Attempt Opens

DACCA — A military inquiry into the unsuccessful coup attempt that began with the assassination of President Ziaur Rahman has opened in Chittagong, the port city where the 48-hour uprising by army rebels took place last weekend.

A government spokesman said Friday that the duration of the inquiry will depend on the scope of the coup plot. The inquiry's findings will be forwarded to a general court-martial convened here. Gen. Zia, as he was known, was slain May 30 in Chittagong along with seven aides.

The plot's leader, Maj. Gen. Abul Manzur, was killed after his capture; circumstances of the killing remain unclear. State-run Dacca Radio meanwhile has said that the government has posted a reward of about \$12,000 for the capture "dead or alive" of two army majors believed to have been involved in Gen. Zia's assassination.

Greece Finds Ancient Vessel; It's Shipshape

New York Times Service

ATHENS — Greece announced Friday the discovery of a well-preserved Greek merchant vessel from the first century B.C. that had sunk in relatively shallow waters.

Culture Minister Andreas Andrianopoulos termed the finding of the ancient craft "incredible and unique in Greek archaeological annals."

According to the official, the vessel was located between the holiday islands of Spetsai and Hydra, about 60 miles (96 kilometers) southwest of Athens, at a depth of 150 feet. He said it had been preserved through the ages largely because it was under layers of mud.

The trading ship was said to contain 250 vessels of the sort used for the transportation of foodstuffs and other merchandise. The minister said divers and experts had examined the vessel over the past five days.

Army Reservist Killed in Ulster; IRA Suspected

United Press International

BELFAST — Suspected IRA gunmen killed a part-time soldier of the British Army's Ulster Defense Regiment Friday, hauling him from the truck he was driving to shoot him at point-blank range.

The 32-year-old man was dead on arrival at the hospital, the seventh member of the reserve force to be killed this year, police said. They said the man was delivering coal at Lisnaskea, 80 miles (128 kilometers) west of Belfast in County Fermanagh near the border with the Irish Republic, when a group of men surrounded him. A witness told police they hauled him from the vehicle and several shots were heard.

Police ordered a hunt for the killers on both sides of the border, saying they believed the IRA was responsible.

7 Are Killed in Lebanon Exchanges

United Press International

BEIRUT — Israeli warplanes streaked over Beirut and southern Lebanon Friday and at least seven persons were reported killed in clashes between Syrian and Christian forces in the capital and an eastern city of Zahle before cease-fire took hold.

Beirut radio also reported that Israeli commandos slipped in southern Lebanon before dawn of the second day in a row and blew up a house in the village of Ajlun, 37 miles (59 kilometers) south of Beirut. There was no official Israeli report of the raid.

U.S. special envoy Philip C. Habib meanwhile prepared to leave Washington to resume his Middle East shuttle diplomacy to defuse the Israeli-Syrian missile crisis.

The cease-fire in Beirut, 29th in two months — was in effect after the city was rocked by 12 hours of heavy artillery exchanges between Christian Phalangist militia and Syrian forces that ended a daylong lull.

Two Killed by Snipers In the besieged Bekaa Valley city of Zahle, 33 miles east of capital, relative calm also prevailed after two persons were killed in a string of sniping attacks in the morning.

Rightist militia sources said 5 persons, including two Lebanese Army regulars, were killed in Beirut fighting and 10 wounded in the shelling of Christian Beirut and its suburbs.

The center of Beirut's mid-shopping area on Hamra Street was paralyzed Friday as three flocks to the funeral Mass, slain Palestine Liberation Organization diplomat Naim Khader.

The body of Mr. Khader, 41, was killed by an unknown gunman in Brussels on Monday, was flown to Beirut, where it was met by PLO chairman Yasser Arafat, who also attended the service.

The body was brought to Francis' Roman Catholic church in the heart of predominant Moslem West Beirut for the service and was to be flown later to Amman, Jordan, for burial.

Midway Returns to Japan And Gets Mixed Reception

By William Chapman

Washington Post Service

YOKOSUKA, Japan — The U.S. aircraft carrier Midway came home Friday to a mixed reception of Japanese anti-nuclear protests and reunions with crew members' families.

The big carrier, the target of a growing protest against American nuclear weapons, slipped into its home port as several hundred demonstrators around the Navy base here expressed disapproval.

In the harbor, 28 small boats with signs of protest marked its arrival while anti-nuclear groups gathered in opposition at a park beside the harbor. But at the dock, hundreds of dependents gathered for the traditional homecoming ceremony.

And in a gesture to offset the demonstrations, several members of the ruling Liberal Democratic Party showed up to welcome the ship. Susumu Nikaido, a party leader, presented the crew with 12,000 bottles of beer, and a Japanese Navy band played "Anchors Aweigh."

The Midway and this Navy town have become focal points for anti-nuclear movements and leftist groups aroused by recent reports that U.S. Navy vessels have routinely carried nuclear weapons into Japanese ports and waters.

On Thursday night, several thousand protesters massed in Yokosuka to oppose the Midway's arrival and to call for an end to the mutual-security treaty that unites the United States and Japan. The protests caused no serious incidents.

Large Protest It was the largest anti-American, anti-nuclear protest since the controversy began three weeks ago. The protest was organized by the Japan Socialist Party and leftist labor unions and was joined by radical student groups. Organizers said 9,000 took part.

During the protest, speeches centered on the statements of a former U.S. ambassador to Japan, Edwin O. Reischauer, who has said that U.S. ships, with the Japanese government's approval, have routinely brought nuclear weapons into ports in Japan's waters for the past 21 years. Other American and

Japanese former officials largely confirmed his charges but the government — fearful of a strong public reaction — has denied any such agreement.

A Socialist Party executive Chusato Tatebayashi, told a crowd that if the American government was true, the "Japan government has betrayed the years."

Mr. Tatebayashi also said that the presence of U.S. nuclear weapons raised the risk of nuclear attacks on Japanese cities such as those on Nagasaki and Hiroshima in World War II. Both cities were demolished by atomic bombs.

Portugal Allows A-Arms Passage

Reuters

LISBON — The ruling Democratic Alliance has defeated a position-move that could have embarrassed Portugal's NATO allies by banning the passage of clear arms through the country.

It used its parliamentary majority of 18 seats to vote down a proposal by a small leftist party of the Democratic Alliance's militant spokesman, Angelo Correia, who would only benefit the Soviet and the Portugal's hands.

A bill presented by the main opposition party, the Socialists, was also rejected. That bill called nuclear weapons to be deployed Portugal only within the framework of military treaties to be proved by parliament.

Walters Nominated As Envoy-at-Large

United Press International

WASHINGTON — President Reagan has nominated Vernon Walters, 64, a former deputy director of the CIA, to be an ambassador-at-large.

The retired army general, deputy director of the CIA in 1972 and 1976 after participating in the Paris peace negotiations with the North Vietnamese in 1969 to 1972. His nomination was announced Thursday.

HOTEL GARLYLE advertisement: NEW YORK'S HOTEL GARLYLE, MADISON AVENUE AT 76TH ST., NEW YORK 10021, CABLE: THE GARYLE NEW YORK, TELE: 620692

HARRY'S N.Y. BAR advertisement: HARRY'S N.Y. BAR, EST. 1911, 5 RUE D'ORLÈANS, PARIS, Just tell the taxi driver 'sank roo doe noo' or Folkestrum Str. P., Munich.

Reagan Challenges House Democrats Over Tax-Cut Plan

By Lee Lescaze
Washington Post Service

WASHINGTON — President Reagan has challenged the House Democrats to a head-to-head test of strength over his tax-cut proposal.

As he did with his budget-cutting proposals, Mr. Reagan has decided to push his plan for a 5-percent cut on Oct. 1 and 10-percent cuts on July 1, 1982, and July 1, 1983. He hopes to enlist the aid of conservative Democrats.

"If we don't have the votes, we'll lose them," Mr. Reagan told reporters. Until Thursday, Mr. Reagan had not personally entered the heated debate he provoked yesterday. On Thursday, he described legislators supporting him as part of a new bipartisan coalition.

After more than two weeks of negotiations with House Democrats, Mr. Reagan remained firm on two main issues in dispute: a three-year cut and the shape of the tax relief that would go to those with moderate and low incomes. Democrats had proposed a "pro-rate" cut — 3 percent this year and 10 percent next year — and wanted to tilt the relief more heavily toward the middle and bottom of the income scales.

As he challenged the Democrats, the president also once more revised his proposals to pick up votes. The most important new changes would cut estate taxes and significantly reduce the proposed depreciation write-offs for business.

Investment Planning

Treasury Secretary Donald T. Regan was asked why the three-year tax cut for individuals was so important to the administration. He said businesses and individuals would be able to plan investments better if they were certain what their three-year tax burden would be.

The administration's proposal would cost the Treasury \$37.4 billion in 1982, \$92.1 billion in 1983 and \$144.5 billion in 1984, Secretary Regan said. Of the lost revenue, \$22.8 billion would be from the relief for individuals and \$49.2 billion from the relief for businesses. He said the 25-percent cut over three years would not quite do the job of the 30-percent reduction



President Reagan chatting with Treasury Secretary Donald T. Regan after announcing bipartisan support for their tax plan.

that President Reagan had made the centerpiece of his campaign, but the secretary added that it would have generally the same effect.

In addition to the three-year cuts, the president's plan includes:

- Faster tax write-offs for business investment in plants and equipment, but with a cap so that no business would get an outright subsidy for its investment.
- A partial easing of the marriage penalty under which some two-income married couples pay more tax than they would if filing single returns. In the first year, 10 percent of the income of the spouse earning less would be excluded up to \$1,500. In the second year, this exclusion would be doubled.
- A major change in death taxes that would permit a surviving spouse to inherit an unlimited amount without paying tax and would exempt estates under \$600,000 from all taxes.
- A year's extension of the present exclusion of the first \$200 of income from interest and dividends for an individual or \$400 for a couple.

The total cost of the provisions for individuals other than the rate cuts would be \$3 billion in the first year, \$10 billion in the second year and \$15 billion in 1984, Secretary Regan said the administration still foresees a balanced 1984 budget.

The president said that Rep. Barber B. Conable Jr. of New York, the senior Republican on the Ways and Means Committee, and Rep. Kent R. Hance, a conservative Texas Democrat and a member of Ways and Means, would introduce the administration bill.

Regan and others who belong to the Conservative Democratic Forum are crucial to the outcome of the tax battle. On the budget, most of the 47 forum members supported the president. The forum's chairman, Rep. Charles W. Stenholm of Texas, said Thursday that his group was split and only 15 to 20 of them were firmly behind the president on taxes.

"We don't think we're going to win by anything like the margin on the budget [253-176]," said James A. Baker 3d, the White House chief of staff. He made clear that the administration, if blocked in the House, could exert pressure through the Republican Senate, and that a Senate-passed bill could still be brought to a Senate-House conference.

Economy Sours for New Argentine Regime

By Edward Schumacher
New York Times Service

BUENOS AIRES — The new military government in Argentina, amid mounting criticism, is scrambling to keep the economic policies that were initiated by the previous regime from unraveling.

The government's latest measure was a 22.9-percent devaluation of the peso Tuesday, which means that a dollar will buy 30 percent more pesos than it had. So far this year, the value of the peso in terms of the dollar has been more than halved. Many critics said the surprise move added to an accelerating loss of confidence in the two-month-old government of Gen. Roberto Eduardo Viola.

Nearly every major economic indicator has been sour in recent months. Unemployment and bankruptcies are rising, the balance-of-payments deficit and the international debt are worsening and interest rates are soaring, sometimes to as high as 300 percent a year for a 15-day loan.

Inflation, the most critical factor, has also heated up. The annual growth rate in the consumer price index had fallen from 450 percent in 1976, when the military took power, to about 50 percent at the beginning of this year. But in the first four months of 1981, prices surged 25 percent; the devaluations are sure to mean another big jump.

Difficulties Foreseen

Some of the difficulties were envisaged by José Alfredo Martínez de Hoz, the previous economics minister and architect of the military's four-year-old program to restructure the Argentine economy. It had been largely state-run and highly protectionist, and was undergoing a slow decline.

But the problems are much larger than expected, and Mr. Martínez de Hoz, who stepped down two months ago, is being widely blamed for the ills inherited by the new economics minister, Lorenzo Sigaut.

Mr. Martínez de Hoz deliberately let the economy slow down last year, after several years of rapid growth, in order to bring down inflation. He tied his economic policies to a fixed devaluation schedule in which he projected inflation would reach the international level by March, at which point the devaluations would cease.

Despite his success in bringing down inflation, he fell far short of his goal, largely because of huge losses by state-owned enterprises that the military refuses to give up. The failure to defeat inflation also left the peso highly overvalued.

The military had given Mr. Martínez de Hoz tremendous power in setting economic policy, and much of the success he had in a country where financial speculation is a way of life was based on the force of his personality and on public confidence in his commitment to

Other General News
Appears on Page 8

Nicaraguan Says He Knows of No Tanks From Russia, but Would Welcome Them

By Leonard Greenwood
Los Angeles Times Service

LOS ANGELES — One of the three members of Nicaragua's ruling junta says that he does not know if Soviet-supplied tanks have arrived in his country, as U.S. officials have stated, but that Nicaragua would accept them if they were offered.

Rafael Córdoba Rivas said at a press conference Thursday that he also did not know if the Russians intended to supply tanks to Nicaragua. But he said that tanks and other arms would be welcomed to bolster Nicaraguan security along the border with Honduras.

"Not one cent of our budget will be spent on arms. But if the Soviet Union wants to send arms, including tanks and planes, we will gladly accept them. If the United States sends us tanks, we will accept them, too," he said.

"We have no defense arms. We have no tanks. We have only three helicopters, two of which are broken and the third doesn't fly very well. You risk your life in it," he added.

Mr. Córdoba, a former judge of the Nicaraguan Supreme Court and former leader of two opposition parties under Mr. Somoza, said he believed that other countries in Central America, especially El Salvador and Guatemala, needed revolutions even more than Nicaragua had.

He also denied allegations by U.S. officials that Nicaragua was sending arms to El Salvador or permitting arms from Communist countries to pass through its territory to leftist guerrillas in El Salvador.

"We support their revolution morally and spiritually but in no way materially," he added. "I state it categorically: There are no arms passing through Nicaragua to Salvador."

Former Envoy Urges Washington To Resume Strategic Arms Talks

United Press International

CAMBRIDGE, Mass. — Thomas J. Watson Jr., former U.S. ambassador to the Soviet Union and former president of IBM, has urged the United States to resume arms limitation talks with the Soviet Union immediately.

Mr. Watson, in a commencement address to Harvard University graduates Thursday, said the notion that a nuclear war can be won is an illusion. "By overwhelming odds, the result of any use of nuclear weapons would not be a victory," he said. "It would be all-out war and total destruction."

Mr. Watson said that President Reagan had pledged to "negotiate as long as necessary to reduce the numbers of nuclear weapons to a point where neither side threatens the survival of the other." But Mr. Watson added, "Those negotiations have not yet started, and dangers escalate."

He said it is not true that treaties are futile. The Russians "do keep agreements provided each side has an interest in the other's keeping the agreement," said Mr. Watson, who was ambassador to Moscow in the Carter administration.

"I do not see the Soviet Union becoming more pro-American," he said. "I do not see a revolution around the corner. I do not foresee the demise of the rigid system or the rigid thinking that runs it. And I see no chance that the Soviet leaders will be hoodwinked by protracted negotiations while we try to jump ahead on nuclear arms."

Democrats Call Administration Tax Bill Welfare for Wealthy, Promote Own Plan

By David S. Broder
Washington Post Service

DENVER — The Democratic Party's executive committee has denounced President Reagan's tax bill as a welfare program for the wealthy and urged congressional Democrats to vote for the alternative presented by their party.

Meeting at Mr. Reagan was offering a "cooperative" support from the South for his three-year, 25-percent across-the-board cut, the committee asserted Thursday that the president's proposal would fuel inflation, increase the federal deficit and shift income to the privileged few.

But the debate that preceded the unanimous approval of the resolution also displayed the Democratic leaders' frustration with those House Democrats whose votes gave Mr. Reagan his victory on the budget and could do so again on taxes.

Noting that the president cannot get his program through Congress without the cooperation of Democrats, Majority Leader Richard Hughes of Georgia said, "It is time to say that we are standing very firmly and we will not forget those who choose to abandon the principles of the Democratic Party."

The resolution endorsed the alternative two-year, 15-percent tax-cut package proposed by the House Ways and Means Committee chairman, Rep. Dan Rostenkowski, Democrat of Illinois. The executive committee also condemned Mr. Reagan's proposed reductions in Social Security bene-

Tax Bill Would Aid Americans Abroad

The Associated Press

WASHINGTON — President Reagan's latest revision of his proposed tax cut contains a provision that would reduce personal income taxes for Americans working abroad.

If the bill is passed as outlined Thursday by the White House, Americans working overseas could exclude the first \$50,000 of their foreign earnings plus 50 percent of the next \$50,000 as of Jan. 1, 1982. Currently, Americans living abroad can deduct some of their living expenses and are entitled to a credit for any taxes they pay to a foreign government.

Senate Committee Votes Against Lefever

By John M. Goshko
Washington Post Service

WASHINGTON — The Senate Foreign Relations Committee spurned President Reagan's appeals Friday and voted 13-4 against his nomination of Ernest W. Lefever to be the chief U.S. spokesman on human rights issues.

The vote, which marked the first instance of a Senate committee recommending against confirmation of one of Mr. Reagan's nominees, opened the way for a potentially bruising fight on the Senate floor next week. The White House has vowed to make its drive to overturn the committee's action a test of its strength in the Republican-controlled Senate.

Although committee Democrats insisted that they did not intend to complicate the process by staging filibusters, the vote by the full Senate is expected to be very close. Sen. Howard H. Baker Jr. of Tennessee, the Senate Republican leader, has said that he believes the votes necessary to confirm Mr. Lefever can be mustered, but Senate opposition on both sides insisted there were now too many undecideds to predict the outcome.

In Friday's voting, five of the committee's nine Republicans, including its chairman, Sen. Charles



Ernest W. Lefever

ships friendly to the United States than with "totalitarian" Communist regimes.

"We cannot credibly stand up in the world as the defenders of freedom and democracy if we condone the violation of basic human rights and fail to speak out when serious violations occur — wherever they occur," Sen. Percy said. He said Mr. Lefever's confirmation "would be an unfortunate symbol and signal to the rest of the world."

Then, in a pointed reference to the bipartisan nature of the vote, Sen. Percy added: "I think our country is stronger today because of the vote here. Not only because of the vote itself, but because a majority of members of the majority party decided, despite enormous pressure, to take a stand for human rights. They have served this country's ideals well; and I suggest, in the long term, what they did will have served this administration well too."

The Republicans who joined Sen. Percy in voting against Mr. Lefever were Sens. Charles McC. Mathias Jr. of Maryland, Nancy L. Kassebaum of Kansas, Rudy Boschwitz of Minnesota and Larry Pressler of South Dakota. Some said they had received last-minute calls from Mr. Reagan-urging them to support Mr. Lefever.

Sen. Kassebaum said she originally had intended to vote for him. But, she added, the emotional and acrimonious nature of the confirmation hearings had convinced her that Mr. Lefever had "lost the ability to function credibly in the post."

The reluctance of so many committee Republicans to go along with the president's appeals underscored the difficulty the White House faces in getting the full Senate to reverse Friday's action. The White House chief of staff, James Baker 3d, and the deputy press spokesman, Larry Speakes, reiterated Friday that Mr. Reagan intended to stand behind the nomination.

But there was a lukewarm tone to the administration's professions of support. Despite repeated prodding by reporters, Mr. Speakes refused to say whether the White House was disappointed by the committee vote or whether it believed it would win a floor fight.

Mr. Lefever's nomination drew heavy opposition from the day of its announcement because of his reputation as a hard-line anti-Communist and his calls for replacing former President Jimmy Carter's outspoken human-rights policy with a "quiet diplomacy" approach. He subsequently became a lightning rod for additional controversy because of suggestions by his brothers that he believes blacks are genetically inferior — a charge he denies — and questions about possible conflict of interest in the fund-raising activities of the Ethics and Public Policy Center, a private research organization that he heads.

Teamsters Chief Bugged in Casino Probe

By Robert L. Jackson
Los Angeles Times Service

WASHINGTON — Roy L. Williams, newly elected president of the Teamsters union, was the target of 12 FBI wiretaps and other bugging as part of an investigation into the skimming of gambling profits, it was learned Thursday from court documents.

Skimming refers to the illegal diversion of a portion of a casino's gambling profits before taxes are paid. The skimming probe is separate from the federal case in which Mr. Williams and four others were indicted last month for allegedly conspiring to bribe Sen. Howard H. Cannon, Democrat of Nevada.

The FBI surveillance has included wiretaps on union telephones used by Mr. Williams in Kansas City, Mo., and another tap on his home phone in rural Leavenworth, Mo., according to federal court documents. In addition, Mr. Williams' office in Kansas City, where he serves as an international vice president of the Teamsters, was

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Marked-Down Oil

The Saudis' oil strategy is working. That is the meaning of the highly interesting turn downward this week in crude oil prices. For the past two years, Saudi Arabia has been determined to re-establish a unified OPEC price schedule based on its oil. The Saudis have steadily maintained a high rate of production, undercutting the high flyers — from Libya to the Rocky Mountains — who were charging walloping premiums. Slowly, implacably, the Saudis are asserting their power to flood the markets and force prices down to their level.

But no one can say how long this campaign will continue, or how low prices will go. The Saudis have repeatedly suggested that, having achieved OPEC price unity on their terms, they will initiate a policy of gradual but continual increases to compensate the sellers of oil for inflation and a little more. Perhaps oil will get slightly less expensive for a while. But it wouldn't be wise to count on that to last.

The Saudi strategy was working last summer, and prices were sinking, until September, when the war broke out between Iran and Iraq. Prices then jerked upward in response to the abrupt cut in supplies. But the Saudis kept going, patiently, and now prices are coming down again.

The Saudis are using the oil weapon — this time against the other producers rather than the consumers. Their strategy is clearly increasing tension within OPEC. However suc-

cessful abroad, it also appears to be sharpening dissent within the kingdom — among Arab nationalists who press for solidarity with other producers, among religious conservatives who resist the erosion of tradition by the inundation of foreign money, among technocrats who deplore the waste in the present surge of wealth. The dissent has not yet been sufficient to deflect the oil policy from its course, but the government cannot afford to ignore these forces indefinitely.

Saudi Arabia's production for nearly two years has been in the range of 10.3 million barrels a day — which is to say, one-sixth of the entire world's oil production and more than that of any other country except the Soviet Union. It is five times the production of the countries that are now the next-largest producers in OPEC, Venezuela and Nigeria. The Saudis have said many times that they want to return to a production ceiling of 8.5 million barrels a day.

For Americans, the crucial lesson here is that the world supply of oil depends on all sorts of unpredictable events — wars, revolutions and Saudi policy decisions. World prices are now sinking because of high Saudi production, but also because of falling consumption in the industrial world. By using less oil, Americans have made an important contribution to this decline, and, if they want to keep the trend going, they will keep finding more ways of using less oil.

THE WASHINGTON POST.

The Crime of Scientific Zeal

The reprimand by the National Institutes of Health of a California scientist who performed improper gene-splicing experiments has broad symbolic importance. More is at stake here than the misconduct of Dr. Martin Cline of the University of California at Los Angeles — apparently the first scientist to insert controversial "recombinant DNA" molecules into humans.

Few fields of research excite so much public interest and apprehension. When first discovered, the splicing of genes from different organisms into new recombinant genes led many scientists to fear the inadvertent production of new organisms, even monsters capable of causing devastating epidemics, or disrupting human evolution. Federal guidelines were written to regulate the research.

Most scientists have since concluded that the risks are slight and the potential benefits — in medicine, agriculture and industry — enormous. But they respect the public's concern and discipline themselves accordingly.

Dr. Cline's experiments violated this restraint. His goal was laudable: to treat painful, incurable and often fatal blood diseases, like beta-thalassemia and sickle cell anemia. They are caused by genetic defects that might be repaired by introducing normal genes into the patient's bone marrow cells.

The genes might be pure or in a recombinant form with other genes — maybe those of a virus, which increase the chances of success but also the risk.

A university review committee stopped Dr. Cline from using pure genes until he had performed more animal tests. In Israel, however, a similar committee agreed to human tests. But at the last minute, without telling anyone, Dr. Cline used recombinant genes, about which the Israelis had expressed particular concern. He then moved on to Italy and inserted recombinant genes in a second patient, apparently satisfying less exacting standards there.

No one was hurt, but there is no evidence that the patients were significantly helped or that science was advanced. Dr. Cline has been forced to resign a university division chairmanship, and the National Institutes of Health will henceforth show the most exacting care in monitoring his work.

He was rightly punished. And the public should feel reassured. If scientists expect to keep pursuing their studies without undue political interference, they can keep only one eye on the microscope. The other should look around. The freedom of science is inseparable from the public trust in science.

THE NEW YORK TIMES.

The Abortion Conflict

It is getting so you need a scorecard to keep up with what Congress is doing every day about abortion. Kicking around in committees are (1) proposed constitutional amendments to bar it, (2) a set of bills intended to strip the Supreme Court of jurisdiction over cases involving it and (3) yet another bill to define "life" in a way designed to eliminate abortion. Meanwhile, there are the riders that get attached to appropriation bills to stop the expenditure of federal funds on abortion procedures.

The latest of these riders appeared again Tuesday in a conference committee. The committee voted to accept a rider that prohibits the use of Medicaid funds for abortions except when the life of the pregnant woman is at stake. But then the committee rejected, at least for the moment, a second rider that would have prevented the health insurance programs of government employees from paying for any abortions.

These are pretty mean-minded and discriminatory riders. The one rejected by the committee (having previously passed the

House, 242-155) would have put government employees in a class by themselves; it would have excluded them by law from benefits of a kind routinely offered by the health plans of most other employers. The one accepted by the committee is even worse; it says that women who receive Medicaid (and thus, by definition, are too poor to buy medical care for themselves) cannot have abortions even if they become pregnant as a result of rape or incest.

Substantive legislation of this kind doesn't belong on appropriations bills, as Sen. Hatfield pointed out when the conferees took up the government employees rider. If Congress is going to do this kind of thing to labor-management relations or to the benefits of Medicaid recipients, it should do so directly through specific bills addressed to those subjects. The issues raised in the abortion debate are so fundamental and so controversial that they deserve more serious treatment than being tacked onto a government-funding bill.

THE WASHINGTON POST.

Other U.S. Opinion

The Missing GIs
There are 2,528 American military personnel still listed as missing in Southeast Asia. Secretary of Defense Caspar Weinberger has let it be known ... the Defense Department will continue to check regularly and with great care all reports of Americans held prisoner in Southeast Asia.

From time to time, rumors circulate ... some American military men listed as missing are alive and in prison camps in Vietnam or Laos. "Should any such report prove true, the Department of Defense can be expected

to take appropriate action," Weinberger declared.

If Americans are still being held prisoner, with families suffering the agonizing uncertainty of whether the missing are dead or alive, it is worse than barbaric treatment by their captors. Such, however, would be completely in keeping with accounts of those Americans who were freed after 1975, how they were tortured and mistreated. Certainly, the barest hint that any of those 2,528 Americans are alive must be investigated thoroughly. They must not be forgotten.

—From the *Wheeling (W. Va.) Intelligencer*.

In the International Edition

Seventy-Five Years Ago
June 6, 1906

PARIS — Today's editorial in the Herald reads: "Protests have been sounded regarding the danger due to reckless automobile driving in the Champs-Élysées. 'An Old Subscriber' today asserts that furious fools on bicycles hold human life as cheaply as the chauffeurs. He testifies that his wife has great difficulty in avoiding their cap-tuplic cars, not only in the Champs-Élysées but in the Bois de Boulogne. This is the first time for almost a decade that the cyclist, regarded 10 years ago by the pedestrian public as a murderous bandit, has received any notice at all. In the interim he has been lost to sight because of the preponderance of the automobile as an agent of destruction."

Fifty Years Ago
June 6, 1931

LONDON — Chancellor Brüning of Germany, frankly admitted on his arrival this evening in London that during his stay at Chequers he intended to solicit British aid for the Reich in its economic and industrial difficulties. He avoided any suggestion of a specific Anglo-German understanding, declaring that no solution of Germany's problem is possible save by cooperation on a worldwide scale. Recalling that four times within the past 14 months efforts have been made to increase taxes or decrease government expenses in Germany, Dr. Brüning said that even the decrease in reparation payments effected by substitution of the Young for the Dawes plan had left his country with an impossible burden.



U.S.-Japan: Meaning of the Flap

By Edwin O. Reichauer

(This is the first of two articles.)
WASHINGTON — We have become accustomed to seeing Japan as the best-organized, smoothest-functioning industrial machine in the world, with a law-abiding, contented and affluent people and an extraordinarily stable democratic political system.

That there is more to the picture has become all too clear in the past few weeks.

Some of the sensitivities and instabilities of the early postwar years still remain. This was first shown in the political uproar over the use of the word "alliance" in a communique issued at the time of Premier Zenko Suzuki's visit to Washington in early May. Bowing to the clamor, the foreign minister resigned as a sacrificial lamb.

Close on the heels of this event, a second blowup occurred when the Mainichi, a leading Japanese newspaper, published as sensationally as possible a statement by me that the American understanding of the agreement that there would be no "introduction into Japan" of nuclear weapons without prior consultation with the Japanese government did not include American ships making port calls or in transit through Japanese waters.

Common Sense
The Mainichi failed to make clear that this comment had been made in passing in a broad background type of interview, given before the outbreak over the word "alliance" and when everything seemed tranquil in Japanese-American relations. Nor did the paper or other news media that took up the cry make it clear that this so-called revelation had been made often before, been argued over by the Japanese public and then been dropped as a matter of common sense.

Retired Rear Adm. Gene La Rocque had specifically stated in 1974 that American ships did not off-load nuclear weapons before

entering Japanese waters, and I had myself described the situation with reference to the La Rocque statement in speeches and in a recent book.

That such a frenzy of political excitement should rise in Japan at this late day over two self-evident facts has naturally surprised Americans and most other peoples.

1960 Treaty
I myself have preferred the word "partnership" to describe the extremely broad and mutually necessary relationship that has grown between Japan and the United States, but no one could deny that a defense alliance has been part of this partnership for almost 30 years. And it is obviously impossible for American ships, which constitute a large part of the defense of Japan, to change their armaments each time they enter Japanese waters.

In the 1950s and early 1960s, the disasters of the war and the atomic bombing of Hiroshima and Nagasaki were still so salient in Japanese minds that great circumspection was necessary in dealing with matters concerning a military alliance or nuclear weapons. It was natural in 1960 to have the agreement binding America and Japan together called the "Treaty of Mutual Security and Cooperation" and to handle the problem of nuclear weapons on American ships by simply avoiding mention of the subject.

But in 1981, when Japanese and Americans engage in joint military maneuvers and the two countries rely heavily on each other, it is unhealthy and even dangerous for one side to shy away from the word "alliance" and for the American government and the Japanese public to have significantly different understandings of the meaning of the word "introduction" with reference to nuclear weapons.

It may have seemed convenient to the Japanese government to

bridge the gap by adhering to the old double formula in which the American side neither affirmed nor denied the presence of nuclear weapons anywhere and the Japanese simply said that they trusted the United States. But insofar as these two statements covered over a deception, they are unworthy of the sort of relationship that has developed between Japan and the United States, and impair the growth of full trust between them.

Edwin O. Reichauer, a professor at Harvard University, was U.S. ambassador to Japan from 1961 to 1966. He wrote this article for The Washington Post.

Prelude to a Prague Show Trial

By Leopold Unger

BRUSSELS — The stage has been set in Prague and all the elements for a perfect show trial are now in place.

The first act of the new show opened last April 28, when the Czech police arrested two French citizens, law student Francoisis and lawyer, Gilles Thonon, at a border post. According to an official communique, the car they were driving carried "special technical systems intended to be used for subversive activities and large sums of Western currency that were to be transferred to Czechoslovak citizens for the purpose of subverting them to act against their country...."

The second act opened the following day, when 30 Czechoslovak citizens were arrested at the same time in the country's three biggest cities, Prague, Bratislava and Brno.

Sixteen of them were indicted (10 are still in prison) for "serious subversive activities linked to foreign interests," and they face 10 years of prison. All are human rights activists, with ties to Charter 77 or to VONS (the Committee for the Defense of Persons Unjustly Accused).

Jailed for 20 Months
Those indicted include Karel Kyncl, a journalist, who was found guilty of the same "crime" in 1972 and spent 20 months in jail. Jiri Hajek, a former foreign minister, and Ivan Havel, the brother of Vaclav Havel, the leading Czech playwright who last year was sentenced to five years in jail for his activities on behalf of VONS.

The third act opened May 16, when the Czechoslovak news agency CTK announced that a link existed between the arrests of the two French citizens and the indictment of the Charter 77 activists. The agency announcement implied that the case was very serious.

According to CTK, the police "uncovered a widespread network through which activities hostile to the Socialist system were controlled and financed from abroad...." All the usual ingredients of the usual "foreign plot" were brought to the attention of the public. The agency announced that a trial was imminent.

Strange trial, strange timing. Curious discovery of 4,000 West German marks (confiscated and never returned), of pamphlets published by emigre groups, of records and a small duplicating machine, items that are not particularly uncommon in civilized countries. Odd reaction and unexplained sudden excitement.

But all of this was done for a reason. By arresting the two French citizens, the Czech authorities found a pretext to annihilate what remained of the human rights movement in Czechoslovakia. Eight of the indicted Czechs are intellectuals, former journalists and writers. After the VONS trial last year and the expulsion of a number of Charter 77 leaders, the police no longer hope that they have snuffed out the last flicker of liberty in Czechoslovakia.

There is another, more political reason. The arrest of French citizens, "guilty" of a crime that does not exist in the West, and the creation of "plot" around that arrest, with a subsequent political show trial, is, in fact, a test of Francois Mitterrand.

The Prague show has never hesitated to reveal its distaste for France's new Socialist president, who has signed every protest against abuse of human rights by the Czech authorities.

The name of Lionel Jospin, the first secretary of the French Socialist Party, appeared prominently on an appeal for the release of the Frenchwoman and her companion, an appeal that was written and signed after the election of Mr. Mitterrand.

Offer of Exchange
Prague answered that appeal through "expulsion without trial" of the two French citizens. This was, at the same time, a gesture of respect toward the new president and a cynical and clever offer of exchange. The Communists who control Czechoslovakia have said that they were trading their two French hostages in return for a certain indifference by the ruling Socialists in Paris over the fate of a number of Czechs who still believe in the motto "Liberty, Equality, Fraternity."

However, the preparation of a new political show trial in Prague is above all evidence of the Czech authorities' nervousness — panic even — over what is taking place in Poland.

Gustav Husak, the Czech leader, knows what role intellectuals played in the reform movement now shaking Poland.

Mr. Husak is convinced that it was the tolerance shown toward the intellectuals by former Polish party leader Edward Gierak that opened the way for the independent union Solidarity and he firmly believes that nothing of what has taken place in Poland could have taken place without the help of "foreign plotters."

The Czech authorities are taking no chances. The frontier is shut, travelers being searched for pamphlets, which are considered even more dangerous than explosives, tourist traffic is practically at a standstill and the 100,000 Poles who live along the Czech border are under constant surveillance. A Czech radio station has launched a series of broadcasts in Polish to prevent any risk of contamination.

Economy
The deteriorating state of the Czech economy has worked to increase tensions among the population and among the leadership as well.

What is behind all this feverish activity is simple: Mr. Husak is afraid. But he is not afraid of the Poles.

Nor is he afraid of Western governments, which have other things to worry about elsewhere. (Otto Lambsdorff, the West German minister of economy, was in Prague when the dissidents were seized and thought of nothing better during a press conference at the time than to emphasize the excellent level of cooperation between his country and the Prague regime.) Mr. Husak is not really afraid of the West, nor of foreign plots. Mr. Husak is afraid of the Czechoslovak people. He knows that he cannot jail an entire nation, a nation that is already hand-banded wire.

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Letters

More Oxygen

An article appeared in the IHT last month relating to airlines had found they could lower their operating costs by lowering oxygen content in the cabins. This is not surprising when one reflects upon what a choking, irritating and gagging experience flying has become for nonsmokers. There probably isn't much one can do about the situation except try to find out if among the airlines there are not some who offer more oxygen to the passengers than others. (Why not advertise more oxygen per passenger than less seats — you only get one seat anyway.)

Would Msrs. Frank Barrett of Traveler Magazine or David Kyd of the International Air Transport Association, who have both been in your columns recently, have a suggestion on this question, or possibly know where one might enquire?

S. ERNEST,
Aix-En-Provence.

Conflicts of Interest

The story in the Herald Tribune (May 12) reporting that the "giant aircraft and defense contractor," United Technologies Corp., paid Alexander M. Haig Jr. \$1.21 million in salary and stock options for his 13 months as president of the firm raises an interesting question.

Mr. Haig severed connection with the corporation when he became a Cabinet member. Thus, he could not be accused of conflict of interest. Yet isn't there a "conflict of foreign policy" in a secretary of state who profits heavily from the armament makers and then whose belligerent stand, along with that of President Reagan, rings alarm bells all around the globe?

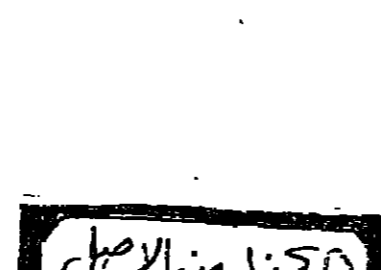
HANK REYNOLDS,
Paris.

Christians in Israel

It seems a little paradoxical to hear Israeli leaders appoint themselves the protectors of the Christians in Lebanon, when their actions in their own country are pointing others that way.

In 1948, the inhabitants of the Maronite village of Kafir Birim were asked by the Israeli military authority to leave their homes temporarily, as military operations were expected in the area. The inhabitants were reluctant to do so, but left after they were promised they would be allowed to return. Shortly afterward, they discovered that their land was given to the re-

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WEEKEND

Arts Travel Leisure

Earthy and Eccentric — Wuppertal's Modern Dance

by David Galloway

WUPPERTAL, West Germany — In the 19th century a string of mills nestled in the steep, narrow valley of the Wupper...

As the towns fattened and the new patri- cians erected spacious hillside villas, they provided a textbook study of the triumphs and ills of the Industrial Revolution.

The railway still functions, and many of the mills continue their light manufacture, but the boom days had already passed when the city of Wuppertal was officially consolidated in 1929.

Largely intact, as well, is the tradition of art patronage that flourished in the last century. For cognoscenti, Wuppertal has been cherished as the best-kept secret in Germany...

Pina Bausch has been artistic director and resident choreographer of the Wuppertal Dance Theater since 1973 but, until recently, reports of her brilliant achievements traveled largely by word of mouth.

and a widening circle of devotees has responded with near-religious fervor to the results.

The dedicated ensemble she directs is an alphabet soup of nationalities, but most have one thing in common: They came to see a performance and were so electrified they immediately requested an audition.

Despite its ambitious repertoire schedule, the company performs with increasing frequency outside Wuppertal. It recently toured Israel, in June it offers seven works for the International Theater Week in Cologne...

The growing celebrity of the company is all the more remarkable since it has moved so rapidly and radically from any conventional concept of dance.

The earthiness of their "Rite of Spring" is first balletic, then literal. The dancers perform on a stage covered with damp earth that soils their costumes, sneaks the men's bare chests.

Her more recent work has parallels in performance art, yet maintains a rich and distinctive theatricality. She has moved away from dance in order to come closer to its roots in ritual and courtship and celebration.

The rituals explored are typically banal: a man timidly asking a woman to dance, body-builders flexing their pectorals, a diva taking bows, a dandy smoothing his hair and his lapels, beady-pagant contestants jostling to get the best leg forward.

ing and farewell — stated and restated, elaborated and then repeated, like a visual embodiment of the prose of Gertrude Stein.

There is a rigorous reductionism here, in which the most casual motion can assume searing consequence. A woman lightly touches a man's arm, shyly seeking attention...

"1980," one of the pieces scheduled for Avignon, opens with a dancer flicking a cigarette lighter, singing "Happy birthday to me," then blowing out the flame.

The settings of recent works make allusions to dance halls, cafes, schoolrooms and bars, to places where people greet, make contact, seek an end to loneliness.

The shifts are rendered with the strictest economy, though they usually involve some dramatic interaction with the set itself.

"Arien" is performed in ankle-deep water, and the children's parties of "1980" take place on a lawn.

These confessional moments underscore the creative process through which works evolve from the idiosyncrasies and skills of the individual performers.



Scene in Pina Bausch's new "1980," to be presented at the Avignon Festival.

the set in preparation for the regular evening performance. The action was maintained as part of the piece, and the second half plays on a bare stage that is now doubly alive with memories of a vanished world.

Such works make heavy demands on both the audience and the company. Speech has become increasingly important in the performances, with each dancer using his own naive language and often the remarks are clearly drawn from intense private experience.

A voice commands the entire company to walk slowly toward the back of the stage, asking each in turn what he secretly fears.

These confessional moments underscore the creative process through which works evolve from the idiosyncrasies and skills of the individual performers.

vidual performers. Pina Bausch minutely composes the results, but imposes on them no rigid preconception. She may ask to have a mood or habit illustrated, with whatever movement or song or words the performer chooses...

Not even music is allowed a predetermining role. In recent years the company has worked with tapes, and these are typically medleys that may fuse Dowland with Cole Porter.

"Bandoneon," the newest production, is performed to a soundtrack of scratchy tango records, and the action on stage freely interprets the passion, sentimentality and aggression of the originals.

To give such productions a feeling of theatrical unity demands rigorous ensemble work, and is hardly oriented to the star performer. Nonetheless, certain personalities emerge with particular authority, including that of the Czechoslovakian Jan Minarik.

playing fragments of the Bartok opera, reversing and playing them again, while his frantic wife enacts a dance of seduction and death. Memory fills the leaf-strewn stage, and both past and present are powerfully dominated by Minarik...

Some members of the company have worked with Pina Bausch since her days as soloist and then choreographer-director for the Folkwang Ballet Company. Born in Solingen in 1940, she studied at the famous Folkwang Ballet School in Essen before going to New York as a special student at Juilliard.

That experiment led directly to the savagely powerful rendering of "Bluebeard — While Listening to a Tape Recording of Bela Bartok's Opera Count Bluebeard's Castle," and then to a "Macbeth" parapsychic entitled "He Takes Her by the Hand and Leads Her to the Castle, the Others Follow."

Wuppertal Dance Theater is now performing in Cologne at the June International Theater Festival. Between now and June 22, Pina herself is dancing eight completely different pieces in Cologne and, on July 8-9, will present a piece in Venice at Teatro Malibran.

The Joy of a Private Garden in the City

by Xiane Germain

PARIS — A private garden — earth, water, sun — is an oasis in the city, a world in itself. Living in this privileged space makes you forget the pace of the city, the noise, the rush.

Here every hour is unique and precious. In the early morning, birds wake you long before the rumble of the city. You take breakfast in the crisp fresh air, visit each flower, each shrub. Will the climatis open up today? Do the lilies need watering? You watch the camelia, growing fast after the early blooming, and the bamboo, which shoots in the air 3 inches a day.

Each flower seems the loveliest. The blue-



Private Paris gardens: An old woman peacefully reading, tulips in full bloom, conservatory filled with orange trees.

bells in their delicate skirts, the silky peonies, the iris protected by sword leaves.

As the sun slowly appears through the lime tree and heats a wall covered with fragrant honeysuckle, I pick roses for a vase, mint, rosemary, thyme for the kitchen and pull out a few weeds.

By now the garden is bathed in light, and bits, the black cat, rolls in the grass, his green eyes half-closed. What can be more exquisite than Sunday lunch in the shade of a tree, followed by a rest on a chaise-longue as you watch blackbirds, robins and titmouse looking for crumbs, worms or bugs.

On a summer day, the late afternoon is devoted to watering, one of the greatest pleasures of gardening. The water sinks into the earth and the smell of the serings and gemets (broom) perfumes the air.

Far away in the west, behind skyscrapers, the sun sets and it becomes dark. The garden is peaceful, birds are still. Ephemeral cistus petals fall silently. At night, when the wind moves the moonlit leaves, the garden is a mysterious island in the city. Nature is fully present in the smallest garden, childhood memories are alive in every tree. Gardens give pleasure and pride. They are the live secrets of Paris.

Anghelopoulos: Hard Focus on Greece

by Theodora Lurie

ATHENS — Thodoros Anghelopoulos, the critically acclaimed Greek film director, has no illusions about how far critical recognition gets you these days.

On a recent visit to Rome to attend the first "International Convention of European Filmmakers," Anghelopoulos joined his colleagues in lamenting the shrinking market for innovative or "intellectual" films d'aujourd'hui.

"The public's tastes have changed in recent years," he noted during a break in the conference. "People today are looking for certainties. They feel uncomfortable with films that pose questions."

The films of Anghelopoulos offer little comfort to the seeker of easy answers. As a result, distributors tend to be wary, which explains in part why the director's critical praise has failed to broaden his limited following.

Last September Anghelopoulos picked up a Golden Lion award at the Venice Film Festival for his four-hour epic "O Megalexandros" (Alexander the Great), which also won the festival's international critics' prize.

Back in 1975, Anghelopoulos won the Grand Jury prize at Cannes for "The Traveling Players," the most famous of his four previous films and the only one to be released commercially. But that prize didn't really change anything. His next film, "The Hunters," was less successful and had very little viewing outside of festival circuits.

"O Megalexandros" has fared somewhat better. Co-produced by Italy's RAI television, the West German RDF network and the director's brother, the film was shown in two parts on German television last January, and won critical acclaim at the London Film Festival.

Anghelopoulos was disappointed with the lukewarm reception accorded "O Megalexandros" in Greece, where his films usually enjoy great success. But he believes the main difficulty was the film's length. "Not many people can devote a whole afternoon to watching a four-hour film," he admitted.

While he is generally considered one of Greece's most outstanding film directors, Anghelopoulos is still little known outside a small circle of European art film buffs.

The problem, he explained, is that his films are considered too long (they all run at least

three hours), slow-moving (his camera often lingers on one, unchanging shot for 10 minutes at a time) and obscure (treating political themes in complex allegorical terms) for the general public's taste.

"People always ask me why I make such difficult films," he said. "All I can say is that I don't know how to make them any other way. This is my language, and if it manages to communicate to some people, all the better. If not, I feel it's a shame, but that's all. The only thing I worry about is being able to keep on working. That's the real value of prizes — to help an artist continue his work."

A slight, balding, soft-spoken man who exudes a quiet energy, Anghelopoulos said he intends to keep on making films his own way,



Director Thodoros Anghelopoulos.

distribution problems or not. Still, he would like to see his films reach a broader public in Europe, and eventually make their way to North America.

He is pleased that a U.S. distributor recently expressed interest in buying the rights to all his works, and there is talk of releasing "O Megalexandros" in the United States next fall. The shortened version of the film was shown in the Cannes market section, and its London success prompted Britain's National Film Theater to sponsor an Anghelopoulos retrospective in July.

Like his other works, "Megalexandros" is a complex tale that intertwines politics, history and myth. The title character (played by Italian actor Omero Antonutti, best known as the father in the Taviani film "Padre, Padrone") is a kind of turn-of-the-century Greek Robin

Hood who kidnaps a party of English noblemen in order to obtain the return of British-held land to the local peasants. Alexandros takes his hostages to a village that has become a Socialist commune. At first revered as a hero, he turns into a despot when his violent tactics are challenged by the village leaders, who fear his actions will destroy their new society.

To maintain power, Alexandros kills the hostages and his local opponents, but is then himself killed by the villagers, who later surrender to Greek army troops. A young boy on horseback is the only one to escape, and the film ends with him arriving at dusk on a hill-top overlooking the Athens of today.

Despite the strongly political overtones of his films and his long stint as movie critic for a now defunct Communist daily, Anghelopoulos refuses to consider himself an *avant-garde* engagé. He does not belong to a political party and defines himself as "vaguely leftist... but more sentimentally than in actual fact."

Now 46, Anghelopoulos began making films 10 years ago. His first work was a musical comedy starring a Greek pop group, but because of a fight with the producer it was never completed. He then went on to make his epic cinematic trilogy ("Days of '36," "The Traveling Players" and "The Hunters"), which was a personal reflection on Greek history from 1936, the year he was born, to the present.

"Greece has gone through an incredible political experience in my lifetime," he explained. "Socialism was the big proposition of my century. Now we all look to see what remains of this proposition, if it has any future. It's a period of crisis, of revision of past beliefs."

He is uncomfortable with the Greece of today, which he believes has lost its identity. "I still feel very Greek, but I don't recognize this country any more," he said. "It's become one big plastic hotel for tourists, and not even a good hotel."

Unmarried but happily committed to his live-in companion, Anghelopoulos became a father for the first time last December. He says he is "reflecting" on a new film subject, but his plans are vague at the moment.

"I have the impression that there are no more dreams, and this has created an age of malaise. We're all waiting for something to happen, but we don't know what."

The end of "Megalexandros," he said, reflects this uncertainty. "The boys enter the city at night with a question mark. Like him we're waiting for the dawn to come. But when? And what color will this dawn have?"

Hurrying Through the Malaysian Jungle With the Hash House Harriers

by Kenneth L. Whiting

KUALA LUMPUR, Malaysia — The San Salvador chapter is no longer heard from and the one in Peking has been disappointing, but growing numbers of Hash House Harriers are running and drinking around the world.

The hash, as members call it, is distant cousin to a game from Victorian England in which a pack of "hounds" try to follow a trail of paper left by a "hare."

As adapted by a few British colonials in tropical Malaya in 1937, the hash at the end of the run became important — some say more important — than the run itself.

It's not likely to become an Olympic event, but the hash has grown rapidly in recent years. There are at least 221 chapters in 51 countries, compared to 100 groups in 25 countries in 1978, says John M.B. Duncan of the mother chapter in Kuala Lumpur, who reports that world membership is at least 20,000.

"We haven't heard from the people in San Salvador for six or eight months. That's different for sure," he says of the hash in strifetown El Salvador.

In Peking, things apparently came to a stop after one or two runs. "It apparently was hard

to explain why they wanted to scatter paper around," says Duncan. "Crowds of the curious gathered and runners had to stop and describe what they were doing and shake hands before they could resume."

The founding chapter, one of five in the Kuala Lumpur area, has 120 members who pay monthly dues of \$6.52. They run after work each Monday, covering five to seven miles.

With only a million people, Kuala Lumpur is one of Asia's less crowded capitals. It offers plenty of running room outside the city in rubber and palm oil plantations, tin mining compounds and jungle.

Bees are a problem and wild pigs and snakes can be troublesome, but Duncan says, "It's not as masochistic as it sounds. We get those over 50 who walk through most of it. Then there are the keen young blokes who want to finish first. In the middle are the majority who trot around together. Most aren't interested in heroics, just some congenial exercise."

The hare, and a helper scout, the area in advance. A good trail keeps the pack together for the first three-quarters of the run. Clever laying of "checks" to confuse and slow the harrisers is necessary for a satisfactory event.

The paper trail ends abruptly at checks. It must resume within a radius of 100 yards, but the continuation may be hidden from the

searching harriers by trees or undergrowth. Leaders of the pack shout "checking" and fan out to discover where the trail resumes. When found, the cry "on, on" rallies the runners.



Hash House Harriers race through the outskirts of Kuala Lumpur, Malaysia.

The original rules gave the hares a 10-minute head start. If the pack overtakes them, while they are scattering paper, the hares are supposed to be stripped of their shorts and left

to fend for themselves. This has not happened in recorded hash history, says Duncan, and in fact the hares are given plenty of time to plan a crafty trail.

The paper is 4 inches by 4 inches, glossy white and biodegradable in recognition of anti-littering campaigners. Several U.S. chapters prefer flour and one has experimented with ink sprayed on snow in the winter. A hash in Sydney, Australia, uses chalk in urban areas.

"People get off the paper at every hash, but few get really lost," according to Duncan. However, he recalls the February 1969 episode when the entire pack of 40 runners spent the night lost in thick jungle. The last mosquito-ravaged harrier straggled in the next day in time for lunch.

Hash legend abounds with stories of runners being chased by irate villagers or being led astray by small boys who remove the paper. Some harriers carry money for emergencies, and thirsty runners sometimes return by taxi.

Britain fought a Communist insurgency in this country from 1948 to 1960. In 1951 two hares laying a trail at Cherah stumbled across several sleeping guerrillas. The following pack found the rebels awake, but apparently too startled to shoot at the green men in shorts scampering through the jungle. The authorities were alerted, and three guerrillas were am-

bushed while trying to slip away the next day. The hash received a bounty.

A.H. Gispert is credited with founding the modern Hash House Harriers. It was named for Selangor Club Chambers, a Kuala Lumpur dormitory with uninspired cuisine where the Britisher and his friends resided.

Rules were few and subject to frequent reinterpretation. The hare of the week was responsible for supplying drinks after each run and for safeguarding the official beer mugs, a jug to mix shandy and a metal tub.

World War II interrupted the hash after 117 runs. The Japanese occupied Malaya and Gispert was killed in battle at Singapore. A runner called "Torch" Bennett, now retired near Durban, South Africa, led the postwar revival by filing a war damages claim on the beer mugs and other treasures.

The second chapter opened in Singapore in 1962 and others sprouted elsewhere in what had become independent Malaysia.

Australia has 35 chapters plus six female groups known as "Hash House Harriets." The first U.S. unit was organized in Washington in 1972. There are now 18 U.S. chapters, including one for women in Washington.

The hash may not have universal appeal, Duncan says. "If you don't like falling in the odd river and having blokes run over you, then it's probably not for you." ©1981 Associated Press

Leisure

European Golf Courses for Travelers

This week is the third in a series of listings of golf courses in Europe open to traveling golfers.

by J.J. Masse

PARIS — ITALY: Robert Treat Jones designed the 18-hole 1 Umberto Golf Club near Turin, where Umberto Agnelli is the president, tel: 11.92.35 683. Outside Rome is the luxurious Olegata Golf Club where world championships are played, tel: 6-3789141. San Remo has a short course with narrow fairways, tel: 184.85.932.

NETHERLANDS: The Hague Golf Club's 18-hole course, justly proud of its reputation as one of the best links course in Europe, is located in Wassenaar, tel: 1751-77141. The Rotterdam Golf Club has a 9-hole course, tel: 10-139.644. In the picturesque Friesland province, near Leeuwarden, the Frise Golfclub Lantsool has a 9-hole course, tel: 5126-1570.

For more information, contact the Netherlands Golf Federation: Soestdijkersstraatweg, 172 1213 XJ, Hilversum, tel: 35-830.565.

PORTUGAL: This country, so famous for its superb coastal scenery, now offers great golf at any time of the year, especially during the winter months. The Estoril Golf Club's 18-hole course, not particularly long, offers a superb test of shotmaking in the most attractive surroundings, tel: 26.10.76.

Located in the Algarve, famous for its cork, orange, olive groves and lush green turf are three gold clubs: The Peninsula, with its 18-hole course near the beach and the 9-hole course surrounding the luxurious hotel is probably the longest and the toughest in Portugal, tel: Portimao 220.519. In Vilamoura, surrounded by trees, accuracy off the tee is essential on the 18-hole course near the hotel of the same name, also tennis and swimming pool, tel: Quarteiro 652.75. The Quinta do Lago's 27-hole courses are divided into three 9s and offer fairly open golf with good fairways and rolling greens, tel: 9.42.72. Operario Golf Club's 18-hole course is the second oldest in Europe (after Pau in France). Steeped in tradition, it's a bit old-fashioned, tel: Espinho 92.90.08.

SPAIN: Most golf courses in Spain are open all year and are located in Madrid (11), Malaga (17), Barcelona (7), Alicante (6), Valencia (6), Baleares (10) and the Canaries (4).

Madrid: Real Sociedad Hípica Española Club de Campo is a beautiful 27-hole course, tel: 207.95.96. Herreteria Club de Golf San Lorenzo del Escorial has an 18-hole course in a magnificent setting, tel: 896.03.00. Club de Golf de Louisa-Boque, Villaviciosa de Odón, has a 27-hole course, tel: 464.32.15. In the Barcelona Area, Real Club de Golf el Prat has 27 holes, tel: 10-379.02.78. Club de Golf San Cugat has 18 holes, tel: 274.14.74. Club de Golf de Valdemorales also has 18-holes, tel: 228.50.64.

In the Balearic Islands, Son Vida Club de Golf in Palma de Mallorca has an 18-hole course open all year, tel: 23.76.20. In the Canary Islands, the Club de golf de Tenerife has an 18-hole course, tel: 25.02.40. Campo de Golf Maspalomas' 18-hole course is 54 kilometers from Las Palmas on Grand Canaria, tel: 24.63.46. Club de Golf de Las Palmas, founded in 1891, is a correspondent of many British and Irish golf clubs, with 18 holes, tel: 35.10.50.

SWITZERLAND: The Swiss play golf like they ski — seriously. Courses are long, tough and beautiful, like Lausanne's, or short and rugged (take a Sunday bag and watch out for cows) like the one at Villar-sur-Ollon.

The next women's world championship will be played at the 18-hole Golf Club de Geneve in Coligny, tel: 22-257.540. Basel's 18-hole course is open from March to November. The Swiss Open is played at Crans sur Saierre, a 27-hole course on a 1,500-meter-high plateau with long tree-lined fairways, tel: 27-412.168.

UNITED KINGDOM: There is still no better place to play golf than Scotland. April and September are usually the best times for good weather and fewer crowds. As there are no electric carts in Scotland, caddies are traditional and expect £5 (\$11.25). There are more than three dozen courses you can play in and around Edinburgh. Those within the city limits include Braed Hills, Murray Fields and Carrick Knowe.

Within easy driving distance are three excellent courses at Gullane and two at North Berwick. Plus two at the DeLamoy Golf Club. There are four courses in one of the world's great resort hotels, Gleneagles: King's course is the longest and toughest. Then there's the Queen's, Prince's and the newest, Glendevon.

At St. Andrews, where golf has been played since the 16th century, there are four seaside courses to choose from: the Old Course, most famous in the world, the New Course (only 150 years old), the Eden and the Jubilee. Turnberry is an outstanding resort with two seaside courses: The longer is the Ailsa, the Arran is shorter but still a challenge. Nearby you can play at Royal Troon, with a difficult Old Course and the somewhat kinder Portland Course in the venerable town of Prestwick, scene of the first Open in 1860. Near London are the Wentworth, Sunningdale, Berkshire Golf Clubs in the Ascot region.

WEST GERMANY: There are many beautiful golf clubs in Germany, some quite old. Among the best and most difficult is Bressens' Club zur Valer, an 18-hole course with a superb strategic layout, demanding the widest variety of shots. Dehliweg 15, 28 Bremen 33.

Cologne Golf and Land Club, Koeln e. V., 5066 Bensberg-Refraath, has 18-holes. Near Cologne is the stately Old Bad Ems Golf Club, an 18-hole course with long, wide fairways excellent for the long hitter, tel: 2603-3541.

Duesseldorfer Golf Club, Stresemannstrasse 12, 4 Duesseldorf, is an 18-hole course. Frankfurt Golf Club, Golfplatz, 6 Frankfurt-Niederrad, also has an 18-hole course. In Hamburg, Hamburger Golf Club e.V., in de Barmen 59, 2 Hamburg 55, has a convenient 18-hole course. Also with 18 holes is Munich's Muenchener Golf Club e. V., Angsbuerg Str. 7, 8 Muenchen. Near Munich on the Starnberger Lake, the well known Faldalfer Golf Club has a few very difficult holes with water hazards, tel: 89-350 5642.



De Dooten — June 8-9: Whirling Dervishes of Turkey, Schiedamschen, Circustheater — June 6: "Parsifal", Netherlands Opera.

SINGAPORE: SINGAPORE, National Museum, "People's Gallery" — "Resonance: an exploration of the modern American vision and American art." Victoria Concert Hall — June 6: Singapore Symphony Orchestra, Irina Bockhova violin (Tchaikovsky).

SPAIN: MADRID, Museo d'Arte Contemporanea (tel: 449.71.50) — "Serrano," exhibition. Palacio de los Deportes (tel: 401.63.92) — To June 7: Spanish National Ballet, June 6-16: "Swan Lake," East Berlin Opera Ballet.

SWEDEN: STOCKHOLM, Drottningholm Court Theatre — June 6-16: "Proserpina" (Kraus), Royal Ballet, Drottningholm Theatre Chorus, Royal Orchestra, Arnold Ostman conductor. (Tickets: Drottningholms Teatermuseum, "Foerstaalingsgatan," Box 27050, 102 51 Stockholm.)

SWITZERLAND: GENEVA, Le Cavaon — To June 13: "La Lucarne" and "Le Deire a dex" (Innesco) and "Le Goutier" (Worms), Theatre Indigo. Salle Ansermet — June 10: Orchestra de la Suisse Romande, Hans Stein conductor (Ibert, Haydn). Salle Pitoof, 52 rue de Carouge — To June 7: "La Briquevaine," Guadalupe Ballet.

LAUSANNE, Theatre de Beaulieu and Theatre Municipal (tel: 021/22.64.33). Includes: June 9: "Le Theatre des Dieux," Kootiyattam. June 12: "Orpheus," Joseph Ruzzillo Ballet-Theater. ZURICH, Through June: International Festival, Includes: Opernhaus (tel: 01.69.22) — June 6: "The Tales of Hoffmann," Kunsthans (tel: 251.67.65) — To Aug. 23: "Myths and Rituals," exhibition.

UNITED STATES: NEW YORK, Carnegie Hall — June 7 and 9: Chamber Music concert, Includes: Beverly Hoch soprano, Isaac Stern violin, Pinchas Zukerman viola (Schoenberg). Circle in the Square (tel: 254.63.30) — "American Buffalo" (Mamet), Al Pacino. Metropolitan Museum of Art, Exhibition, To July 5: "Gemma Master of the 19th Century." To Sept. 27: "An American Choice: The Muriel Kallis Steinberg Newman Collection."

State Theater (tel: 370.53.70) — Through June 28: New York City Ballet. WEST GERMANY: BERLIN, Deutsche Oper (tel: 341.44.49). Opera — June 7: "Tannhauser," To June 9: International ballet festival, Includes: June 6: "Coppelia," June 11: "Der Troubadour," June 12: "Madame Butterfly," June 13: "Phaedra" (tel: 26.92.51) — June 6: Berlin Symphony Orchestra, Theodore Bloisfeld conductor, Christiana Edinger violin (Mozart, Mendelssohn, Dvorak), June 7-8: Berlin Radio-Symphony Orchestra, Eugen Jochum conductor, Alicia de Larrocha piano (Brahms).

FRANKFURT, Cafe Theater (tel: 0611/63.64.64) — June 6-12: "Waiting for Godot" (Beckett), English Speaking Theater of Amsterdam. Staatliche Galerie im Stuedel — To June 21: "Max Beckmann: The Triptychs." MUNICH, Bayerische Staatsoper (tel: 22.13.16) — To June 9: International ballet festival, Includes: June 6: "Coppelia," June 7: "La Fille mal gardée," June 9: "Onegin."

STUTTGART, Waertheimbergische Staatstheater (tel: 0711/22.13.07). Grosses Haus — June 6 and 9: "Viva La Mama," June 7 and 10: "Der Freischuetz," June 8: "Das Rheingold," Kreisler Haus — June 7: "The Merchant of Venice" (Shakespeare), Old Vic Company. WUERZBURG, June 10-27: Mozart Festival (tel: 0931/541000). Includes: June 10-11: Bamberg Symphony Orchestra, Witold Rowicki conductor, Alicia de Larrocha piano.

THE NETHERLANDS: AMSTERDAM, ROTTERDAM, THE HAGUE, UTRECHT, To July 13: Holland Festival (tel: 020/72.24.5). Includes: The Hague, Kon. Stadschouwburg June 12: Foundation, Oud Katholiek Kerk — June 6: Netherlands Chamber Choir, Jos van Immerseel conductor (Schubert, Mendelssohn). Rotterdam, OHra Memorial Museum of Art (tel: 43.08.30) — To June 24: "Exhibition of prints by Kiyochika Kobayashi."

LUXEMBOURG: ECHTERNACH, June 11-July 29: International Festival, Includes: June 12-13: Musical.

Food

Paris Hotel Restaurants: Elegant, Good

by Peter Graham

PARIS — You may justifiably wonder what good reason there could be, when Paris has so many excellent bistros, for trying a hotel restaurant. The institution can conjure up a picture of cavernous dining rooms, impersonal yet obtrusive service, outdated complication in culinary style and fearsome checks.

Yet this need not always be the case, as a recent sampling showed. And there can be further assets — discretion, quiet, a courtyard for eating out in warmer weather and good value. The anonymous accountants who run the big metropolitan hotels are sometimes better at providing this last quality than the picturesque bistro patron.

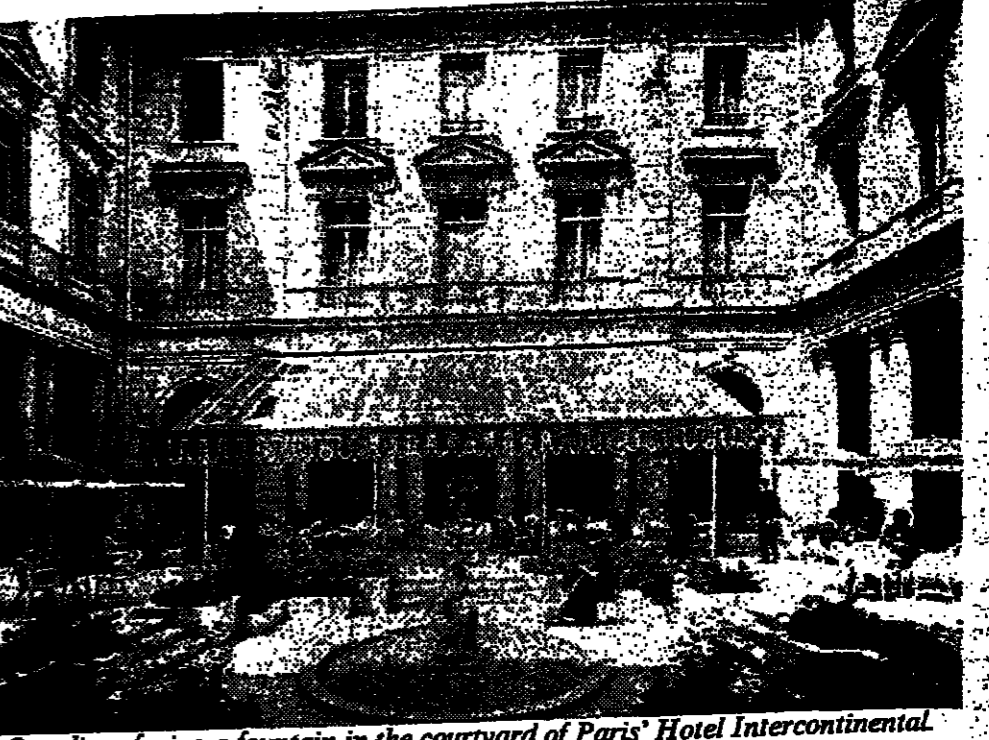
The Hotel Nikko's restaurant, Les Celebrities (61 quai de Grenelle, Paris 15; tel: 575.62.62), which is spacious, elegant and commands a fine view over the Seine, joined the Michelin Guide's 14-strong pantheon of two-star Paris restaurants this year. Joel Robuchon's cuisine is indeed excellent, though possibly a trifle underseasoned for non-Japanese palates (good Japanese food can be had at the hotel's Benkyu restaurant). The delicate *courbouillon de fruits de mer*, a sea-food soup flavored with fresh ginger and oyster mushroom, is served in oriental soup bowls, while typically French concoctions adorn the exiguous center of basketweave plates in true *nouvelle cuisine* fashion.

Service is of the kind that complements customers on their choice of food and wine, but fails to prevent them from ordering two consecutive dishes containing ginger and oyster mushroom (the second was call's head). The cheese and dessert trolleys are both superb — the first decked with serrated ranks of cheeses in peak condition, some of them (unusual for such an upper-crust setting) very smelly, and the second remarkable for the quality of its chocolate cake and mousses.

Les Celebrities is pricey (about 250 francs a head), unless you explore the lower registers of the wine list: There is a superlative Canon, served, as red Loire Valley wines should be, cool.

The same cannot be said of the Bourgeois at Le Diamant (32 rue Saint Dominique, Paris 7; tel: 555.91.80), a restaurant in the unobtrusive Hotel Sofitel Bourbon frequented chiefly by gourmands from the nearby Quai d'Orsay and Chambre des Deputes. The service is friendly, however, the prices reasonable (about 180 francs) and the food inventive and mostly very competent (Parma ham with mangoes instead of the more usual melon, call's liver with oranges, top-grade red meat). The adjacent bar, Le Bourbon, is a particularly quiet and convenient meeting place with a nice line of cocktails.

The most discreet of all hotel restaurants, and ideal for a low-profile business lunch (about 180 francs), is Le Noailles (6 rue de 29-Juillet, Paris 1; tel: 296.57.11; closed Sunday), which is attached to the refurbished Hotel Saint-James et Albany (the hotel also contains



One dines facing a fountain in the courtyard of Paris' Hotel Intercontinental.

a good restaurant in a lower price bracket, the Lafayette Bistrot).

The service and the comfort of the Noailles' modern furnishings are exemplary. Chef Daniel Soret offers a catholic range of dishes that combines *cuisine regionale* (*meschun salad aux gergers confits*, a subtle *sauccion de grenouilles beurre Nantais*) very *nouvelle* — for example, *tasty lotie au vinaigre et au miel* — with, thank God, not too much honey. The cheese platter sensibly has only four seasonal cheeses, and there is a wide choice of classical desserts.

Weather permitting, a different style of eating can be enjoyed in the courtyard, with white garden furniture, parasols and a view over the hotel's 17th-century rear facade. In the evening, pianist Jacky Dieval adds a pleasant touch of eclectic Erroll Garner, jazz restaurant and bar, from 9 p.m. through 1 a.m.

Round the corner is the Hotel Inter-Continental's equally central Rotisserie Rivoli (3 rue de Castiglione, Paris 1; tel: 260.37.80). Its celebrated, and often celebrity-packed, *terrace fleurie* is an Italian-style piano with marvelously gentle lighting (when it is wet, food is served in the Rotisserie itself).

The interesting 140-franc set menu, which includes service but not wine (from the hotel's very well stocked cellars), comprises various seasonal hors-d'oeuvres, a main course, green salad with sherry vinegar and the oil of your choice (corn, groundnut, olive or walnut), and a free run of cheeses and impeccable desserts.

The chef, Jean-Jacques Barbier, shows a refreshing interest in the kitchen garden, and his two *plats du jour*, themselves traditional rather than "inventive," are imaginatively served with two (and occasionally three) vegetables: saddle of lamb with a *mousseline* of cepes mushrooms, *pommes de terre Anna* and braised celery hearts, or *mousseline* of trout with sorrel, *galette de carottes*, and broccolo in butter, to mention but two.

Possibly the finest restaurant patio in Paris is in the Hotel Royal Mouton (37 avenue Hoche, Paris 8; tel: 561.98.00). It has fountains, luxuriant vegetation, and charmingly retro blue mosaic paving, and opens only if the weather is good. The evening's a la carte menu (about 250 francs) that best highlights chef Hervé Pissone's imagination, with such offerings as duck filets with cardamoms, roast call's liver with lemon grass and anchovy-studded turbot steamed with saffron.

But the gargantuan set lunch is no mean affair either: dozens of hors-d'oeuvres (vegetable salads, marinated fish, terrines and *charcuterie*) are displayed on a vast buffet table under a striped marquee, where one may dither and swoop to one's heart's content. The rest of the meal — a choice of three *plats du jour* of the *cuisine bourgeoise* type, and trolleys laden with cheese and desserts for those with any appetite left — is served at table.

Such quality and quantity are remarkable at the price (175 francs), which includes not only service, but *vin a discretion*, that paradoxical Gallic term for "unlimited wine." Nor is it *admirable* — the red, for instance, is a fine up-and-coming wine from the south, Costieres de Gard, (Domaine de l'Espignette).

Every Thursday evening, there is a remarkable *table du pecheur*, a superior fish-oriented version of the lunch buffet, comprising among the starters smoked salmon, crustaceans and raw shellfish, and among the *plats du jour* two sophisticated fish dishes. Both vodka and champagne are *a discretion* and included, with service, in the price (230 francs). Got anything to celebrate?

Babar the Elephant Celebrates 50th Birthday

by Ann Sussman

PARIS — Fifty years ago the French painter Jean de Brunhoff published a story that began, "In the great forest a baby elephant is born. His name is Babar..." The story, part of the incredible childhood memories of the last few generations, has been brought to life at a special anniversary exhibition of Babar drawings at the

Centre Culturel du Marais: "Babar A Cinquante Ans" (to Oct. 4).

And not only children are attracted by the 400 original drawings and watercolors of the first family in the land of the elephants — King Babar, his queen, Celeste, and their three children: Pom, Flore and Alexander.

"Babar brings back all the stirring emotions of life. It was like reading a newspaper for the first time, except that it left room for the imagination," said Florence Atkinson, an English businesswoman who clearly remembered the "nightmare" of Babar's mother being shot.

"I loved Babar," recalled Catherine Le Trionaire, a high school teacher. "He wore a gray suit and walked on two feet and he showed that, in the end, being good is always best."

The original story, says Laurent de Brunhoff, son of Babar creator Jean de Brunhoff, came about like this: "One day my mother was telling us a story about a little elephant who fled the forest to escape a hunter. He came upon a town and there he began to wear

clothes and learn the habits of men. When he returned to the town he was crowned king of the elephants. And that really pleased my brother and me — we were about 5 at the time — so my father decided to illustrate the story. He made a book for us and it was an immediate success in the family."

After its 1931 Paris publication, "The Story of Babar" appeared in English in London and, three years later, in New York. Jean de Brunhoff, in the meantime, was quite taken by his new career and wrote five more books about Babar before he died in 1937.

Explaining that he "found it sad that Babar's story would end," his son Laurent, now 56, has continued to create Babar adventures for the past 35 years. At first, Laurent de Brunhoff had to work hard to master Babar's established spirit and style.

"Now," he says, "I've done so many books that I no longer think of having to be faithful to a tradition. Babar appears at the tip of my pencil as if I had invented the character myself."

The new stories take shape in Brunhoff's studio a floor above his boulevard Saint Germain apartment. "I do a book about every two years," he says. "Sometimes I alternate with one that is smaller, or something that is not Babar. Sometimes I want to do something else, other than elephants so I make up characters. But I always go back to Babar. I feel at home with him."

The new stories (Babar has been a tourist in America, a space traveler, a supermarket shopper) are closer to modern life, but the "poetic universe" — a free society of elephants in a friendly and familylike atmosphere — is the same.

"Babar's success comes from the fact that it portrays a social environment," says Brunhoff. "It describes an elephant world taken from the world which children know — the world of the family. It is a mixture of dreams and reality and children like that."

"Children find something reassuring about his slow and pachydermic aspect. At the same time he's entertaining because he uses his trunk to do things — to hand tools, to do the cooking, to drive a car..."

But some changes have crept in. Babar albums used to be about half as tall as a 2-year-old. They are now smaller than Paris Match and are shrinking every year, as publishing costs escalate. Since the 1960s, Random House has published the first editions in English because Brunhoff has found that U.S. publishers allow him more freedom. The new editions usually appear in France a year later.

The books appeal to a younger age group than they used to, which Brunhoff sets between 2 1/2 and 7 years. "Children turn to comic books a bit earlier than before," he says.

The changing role of women has also had an influence on the stories. "Celeste was created as the mother of a family who was dedicated to her children and did not have her own life. Now I emphasize [the little girl] Flore's role in some of the albums."

In the future, Brunhoff hopes to develop Babar and his adventures in animated cartoons. "Puppets can't get across the idea of heaviness and corpulence," he says. Films have not been able to recreate Babar's world either. In the early 1970s French television experimented with short ones but Babar's costume was so big and cumbersome that there was only room for one elephant on the set.

At the exhibition an attempt has been made to lift visitors both big and small into an imaginative frame of mind. Visitors walk under elephant legs at the doorway. If they wish, they can literally slip through the entry — via a slide — before meeting a jubilant stuffed Babar and the other members of his entourage. Once inside, they are surrounded by pages upon pages of Babar sketches and paintings, a panoply of adventures in color.

In a major concession to grownups, many pictures have been hung at adult height, though raised wooden platforms have been built so children needn't stand on tiptoes.

There is a reading room where children can read Babar stories or listen to Babar recordings and a place where kids can be photographed alongside Babar in his red motorcar.

International datebook

AUSTRIA: VIENNA, To June 21: Vienna Festival. Includes: Volksoper — June 6-8: "My Fair Lady," Theater an der Wien — June 6-8: Grand Magg. Circus. June 9-12: "Sweeney Todd," Opernhaus an der Favor. (Stöppard). Konzerthaus — June 7: Vienna Philharmonic Orchestra, Lorin Mazaal conductor. June 10: Alban Berg Quartet.

BELGIUM: COURTRAI, Flanders Festival (tel: 056/22.00.34). Includes: June 9: English Chamber Orchestra, Helmut Rilling conductor, American University Choir (Haydn).

ENGLAND: CAMBRIDGE, To June 9: Poetry Festival (tel: 223/60770). Includes: Discussions, exhibitions and readings by George Steiner, Joseph Brodsky and others.

LONDON, Coliseum (tel: 836.31.61) — To June 13: Stuttgart Ballet. Includes: June 8-11: "Swan Lake." Europa Hotel, Grosvenor Square, W1 — June 9-11: Antiquarian Book Fair, (tel: 493.64.20).

NEW LONDON Theatre (tel: 405.00.72) — To June 13: "The Shadow of the Moon" (Iby). 1000 North Main St. — June 12: "The Shadow of the Moon" (Iby). Includes: Stephen Bishop-Kovacsich. Royal Opera House (tel: 240.10.66) — To June 13: Sadler's Wells Royal Ballet. June 7: Dame Janet Baker, Geoffrey Parsons piano (Schubert, Mahler). Sadler's Wells Theatre (tel: 837.16.72) — June 8-20: Mervyn Cunnigham and Dance Company.

NORWICH, Sainsbury Centre for Visual Arts, University of East Anglia. To June 14: "Four American Sculptors," exhibition.

FINLAND: HELSINKI, Art Exhibition Hall, Nevanderinkatu 3 — June 12-July 22: paintings, sculptures and graphics. Summer Concerts (tel: 90/65.96.88). Includes: June 12: Helsinki Philharmonic Orchestra, Jan Meylan conductor.

KUOPIO, To June 12: Dance and Music Festival (tel: 971/22.18.44) with classical and contemporary ballet, jazz and folk dancing.

NAANTALI, June 12-24: Music Festival (tel: 921/75.53.88). Includes: I Musici di Roma, Alexandre Lagoya guitar, Jean-Pierre Wallat piano.

FRANCE: CANNES, Palm Beach Casino (tel: 93/43.91.12) — June 8-21: Festival de Cafe-Theatre.

LYONS, June 9-14: International Festival (tel: 860.37.13). Includes: June 9, 10, 12 and 14: "La Taragole" (Wagner), Lyons Opera.

PARIS, Le Bourget — To June 14: International Air Show. Public Dates:

OF SPECIAL INTEREST

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Sharp and Flat

JAZZ, ROCK AND POP

BERLIN, Metropol — June 10 at 9 p.m.: "The Shadow of the Moon" (Iby). Includes: Stephen Bishop-Kovacsich. Royal Opera House (tel: 240.10.66) — To June 13: Sadler's Wells Royal Ballet. June 7: Dame Janet Baker, Geoffrey Parsons piano (Schubert, Mahler). Sadler's Wells Theatre (tel: 837.16.72) — June 8-20: Mervyn Cunnigham and Dance Company.

THE NETHERLANDS

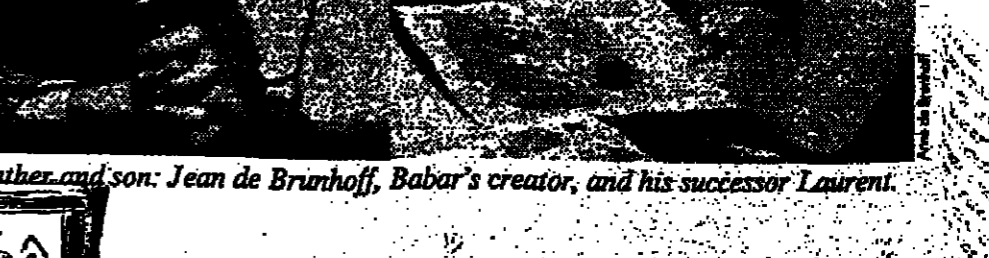
AMSTERDAM, ROTTERDAM, THE HAGUE, UTRECHT, To July 13: Holland Festival (tel: 020/72.24.5). Includes: The Hague, Kon. Stadschouwburg June 12: Foundation, Oud Katholiek Kerk — June 6: Netherlands Chamber Choir, Jos van Immerseel conductor (Schubert, Mendelssohn). Rotterdam, OHra Memorial Museum of Art (tel: 43.08.30) — To June 24: "Exhibition of prints by Kiyochika Kobayashi."

WEST GERMANY

BERLIN, Deutsche Oper (tel: 341.44.49). Opera — June 7: "Tannhauser," To June 9: International ballet festival, Includes: June 6: "Coppelia," June 11: "Der Troubadour," June 12: "Madame Butterfly," June 13: "Phaedra" (tel: 26.92.51) — June 6: Berlin Symphony Orchestra, Theodore Bloisfeld conductor, Christiana Edinger violin (Mozart, Mendelssohn, Dvorak), June 7-8: Berlin Radio-Symphony Orchestra, Eugen Jochum conductor, Alicia de Larrocha piano (Brahms).



Babar's Queen, Celeste



Father and son: Jean de Brunhoff, Babar's creator, and his successor Laurent.

The art market

The Paris Art Market: Full of Paradoxes

by Souren Melikian

PARIS — The Paris market is on the rocks. Up one minute, down the next. But on the whole, the trend is downward.

On June 1, at the sale of old master drawings conducted by Paul Renaud and assisted by the expert Bruno de Baysier, some of the less ambitious works were selling at almost half price — despite De Baysier's conservative estimates. A 17th-century drawing of the French school attributed in the catalogue to a little-known master, Nicolas Chapron (1612-1656), showed Venus surrounded by putti. The delightful sketch in black chalk heightened with white gouache on gray paper was knocked down at 693 francs — a giveaway but by no means the only one.

A sepia wash study of a woman by Jean-Baptiste Carpeaux (1827-1875) was to be had for a mere 1,392 francs. It was small, 16.5 by 11 centimeters, and had a tear. But with the signature of one of the famous French sculptors of the 19th century, one would have expected it to sell in the 2,500-3,000 franc bracket. By and large, the 19th-century works sold poorly or were bought in.

The low prices of drawings that would have elicited considerably more enthusiasm a few months ago — say last fall — was not the only sign of a sick market.

Even more telling was the seeming lack of internal coherence in the price patterns. A typical instance was provided by two charming drawings of neoclassical ruins by Charles-Louis Clerisseau (1721-1820). One made 13,092 francs, the other 1,718 francs. Yet, according to all the connoisseurs with whom I spoke, the latter was by far the more desirable of the two — although cheaper by 40 percent.

The next day, on June 2, old master drawings and paintings were being auctioned by Eric Buffetaud. Here, an unfavorable climate was created by the unfortunate inclusion of



Detail of Carmontelle drawing.

some drawings with signatures reading Francois Boucher and Gabriel de Saint-Aubin. Their authenticity raised doubts in the minds of some leading Paris specialists, who made no mystery of it.

The two "Saint-Aubins" and several of the drawings catalogued as original Bouchers were bought in and the old master paintings may have suffered from that unflattering environment. However, this is not enough to explain the

obvious reticence of buyers. A very fine landscape done around 1760-80 — no period was given in the catalogue — with beautiful light effects was sold rather modestly for 45,670 francs. A slightly earlier and far more beautiful landscape failed to sell altogether at 42,370 francs. The concluding flop of a still life "attributed" to Bathazard Van der Ast with a catalogue entry cautiously mentioning "a signature and the date 1638" sent the buy-in rate well over one-third of the sale.

On the same day, there were two more casualities in Jean-Jacques Binoche's sale of drawings and works of art — two sketches by Domenico Tiepolo and Giovanni Battista Tiepolo were bought in. In the same sale, a splendid, monumental clock of the Louis XVI period in white marble with ornate fittings that would look good in any museum fetched a fair if not dazzling price: 247,570 francs.

On June 3 there came an interesting test with a remarkable sale of 18th-century porcelain and faience from private collections. French porcelain of the 18th century sold very poorly, while French faience scored brilliantly. This is a complete paradox. Porcelain has an international market, while rare, 18th-century faience only sells on the home market.

Within the latter category, there were further surprises. Two exceedingly rare plates illustrating the earliest attempts at polychrome decoration by Olerys at Moustiers, respectively sold for 35,170 and 36,870 francs — to the delight of the auctioneer Jean-Louis Picard and the expert Georges Lefebvre.

However, the rarest of all pieces, an 18th-century Marseilles pitcher, was a disappointment. Lefebvre told this writer that this is the only known instance of a Marseilles 18th-century pot with the formal pattern known as *à la Bernin*. No museum has one. Yet the rarity fetched only 30,563 francs.

A fitting paradox in a market that, in addition to depressive fits, seems to have lost any sense of proportion.

'Paris-Paris': Instant Nostalgia

by Michael Gibson

PARIS — One of the problems of landscape painting in any period has been how to deal with the immediate foreground. It does not fit into the perspective of the landscape as a whole and sits there, shapeless and inevitable.

This problem also appears when one has to deal with the recent past, the point where the perspectives of history meet awkwardly into our own personal experience.

This is the difficulty that faced the organizers of the Pompidou Center's latest exhibition, "Paris-Paris" (to Nov. 2). The show spans a 20-year period: from 1957 and the concept of progress to 1957 and the concept of the absurd.

In 1937, the year of the Paris World Fair, aviation had made triumphal achievements (commemorated by Robert Delaunay's spiraling decorations for the Palais de l'Air). But Fascism was spreading. The Spanish Civil War was gnawing at the Western world's cheerful sense of progress and aviation showed its claws at Guernica — an event that was also commemorated by artists, with Picasso in the front rank.

The year 1957, on the other hand, was the year of the Fourth Republic. In May of the following year, De Gaulle was called back to restart new institutions, wear France from her tumbling empire and direct her toward new economic and social structures.

Between these two dates lay the fatal years of World War II and, for France, the conflict of Resistance and collaboration. After that experience, nothing could be the same any more in art or in anything else — especially in those countries of Europe that had been physically and spiritually ravaged and seared.

"Paris-Paris" tries to deal encyclopedically with the art, literature, philosophy, cinema, theater, photography, decoration and design of the period. The result is a great steamer trunk of a show with odd bits of clothing bulging out at the hinges, and while it may well be that nobody of real significance has been left out, one may also get the feeling that not many are adequately represented.

Delaunay, yes, has a large selection of very fine works — but what about Requiho, represented by two items that do not really give the measure of the artist? Or Wols, abundantly represented by oil paintings that, in my opinion, do not equal his ink and watercolor works, here meagerly represented.

This is not to quibble over any particular artist, but to point out the difficulty of dealing with the immediate foreground of history.

What the exhibition does achieve, on the other hand, is an extraordinary gathering of names that left a mark on the art and thought of all recent Western culture. Since then, Paris' prominence in the field of arts and letters has been somewhat hampered by changing economic circumstances and techniques, and it is today too easily belittled by critics impressed by the new chauvinism of the U.S. market.

The prewar names have mostly achieved the status of monuments — Picasso, Chagall, Miró, Dalí, Braque, Manesse, Fiebia, Kandinsky, Debraunay, Roussif, Soutine, Leger, Chirico, Max Ernst, Duchamp (at least partly Parisian), Man Ray. Some of the postwar artists also have international stature, while others, who cannot be neglected while they, their widows, heirs or influential friends are still living,



"Blue nude" by Henri Matisse, 1952.



Le Corbusier's Notre Dame du Haut.



Poster for Ferrier by J. Auriau, 1957.

are significant as part of the overall ferment, but somewhat provincial in tone and already dated after some 30 years.

Prewar art on the whole, had a provocative and triumphal style. "Je ne cherche pas, je trouve," said Picasso ("I do not look for solutions, I find them"), while the Surrealists spoke with the authoritarian voice of Andre Breton. But they all addressed themselves to a relatively small "elite" audience, whereas the postwar artist found himself projected into the mass-media and transformed into a commodity of sorts. This was the misfortune of a Bernard Buffet or Georges Mathieu, who started out with authentic promise and then decided to ride the media wave that rose beneath them.

Both these artists had something spectacular — Mathieu, of course, because of his theatrical practice of working in the presence of his public (Yves Klein would do this too, later on, but in a different spirit), and Buffet because of his graphic directness. But Buffet and Mathieu, in a sense, exemplify the compromise to which artists today may be driven by the power of the market and the need to earn a living. Others do as much, but more subtly or more hypocritically.

The more interesting artists of the postwar years are, on the whole, devoid of that social aura that made Picasso such a star. The rewards of art were not as great, and its perils were real: De Stael, Wols, Requiho, Asger Jorn, and even the provocative Yves Klein testify to this.

But the postwar years were also extraordinarily diverse and contradictory. Consider the simultaneous existence of Tachism and "socially significant art," of Giacomo and Dowson, of the geometric or kinetic, and COBRA, created in Paris by Danish, Belgian and Dutch artists who then left the city and rejected its supremacy; of Dubuffet and Art Brut along with Baluze, of the future and as yet unchristened New Realists and Dominican Father Couturier's attempt to get contemporary artists interested in religious art.

This last venture led to such interesting monuments as Matisse's chapel at Vence and Le Corbusier's surprising church at Ronchamp. All this, and more besides, is covered by "Paris-Paris."

The show also devotes its attention to literature and philosophy, much of rather too compactly presented on revolving panels. The chosen martyr figure of the age is Antonin Artaud, the actor (he figured as the handsome young monk in Carl Dreyer's "Joan of Arc"), artist, writer and mental patient. His influence on contemporary theater has been tremendous.

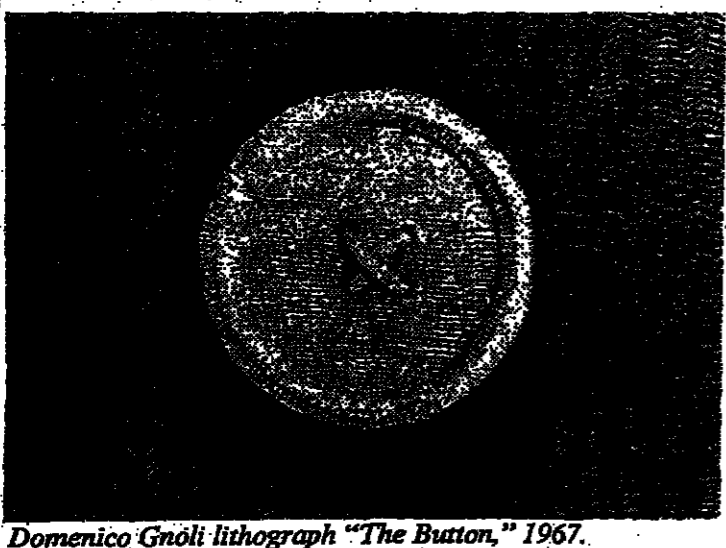
The dominant philosophers of France were Jean-Paul Sartre, who became a national monument ("You don't arrest Voltaire," De Gaulle rumbled when one of his aides suggested jailing Sartre), and Maurice Merleau-Ponty who died prematurely for a philosopher, at the age of 53 in 1961 and is probably the more authentic thinker.

As for literature, the age offers such names as Malraux, Celine, Camus, Genet and Beckett, not to mention some more intimately and nontransferably French writers and poets like Rene Char, St. John Perse, Georges Bataille or Raymond Queneau.

As it stands, the exhibition is an ambitious attempt at a summation, marred in part by the difficulty of taking stock at such close quarters and in part by the social constraints imposed on the organizers by the fact that more often than not they are dealing with living artists.

Taking stock of an age implies that the age is over. Those who were born in 1957 are now 24. One should not ignore the inherent pathos of such an undertaking. The show deals not only with history, but with nostalgia. It is a farewell of sorts. And after that there is no place to go but the future.

The Fantasy World Of Domenico Gnoli



Domenico Gnoli lithograph "The Button," 1967.

ROME — Domenico Gnoli, the young Roman painter, had a particular relationship with modern times. Though he looked it straight in the eye, he found it hard to believe.

Born in 1933 in Rome, he died in New York in 1970, only 37 years old. In his last years he worked a great deal in the United States, and he is better known there than in his native country. Most of his paintings are in leading U.S. collections, so the retrospective of works gathered here is especially welcome.

In the beginning Gnoli turned his ability as a draftsman to imaginative illustration and theater design. His subjects — rocco princesses, ragged gentlemen and beggars, dainty Venetian scenes — made him immediately successful.

But in New York in the 1950s he decided to dedicate himself to serious painting. From the start, it was the quality of the stark material world that intrigued him. Baskets of laundry, hotel closets, empty beds — rendered with thick impasto, pigment mixed with marble dust — were seen as the mute witnesses of puzzling human activity.

In his quest to fathom everyday existence, Gnoli slowly evolved a style quite his own. Like the boy in the fairy tale who wanted to learn how to be scared, he stared fixately at details of furniture and clothing, until they became detached, turned into outside objects: the inside of a woman's shoe as deep as the crater of a volcano, an eiderdown swelling like a mountainside, a striped man's vest looming like the wall of a skyscraper. Painted on — saying by themselves, they became monuments to banality.

At one point Fortune magazine commissioned Gnoli to describe the activities at Cape Canaveral. Portraits full of strange pen-and-ink drawings swarming with busy gnomes, outlandish machinery and bizarre never-never land structures were the result. Looking at them, it only slowly dawns on the viewer that, far from observing fairy-tale events, he is confronted with very accurate but tongue-in-cheek reports on the most ambitious of modern technological endeavors — appear both epic and absurd.

Gnoli's view of contemporary life was quizzical. He has been called a Pop artist, even a hyperrealist. But though there is a superficial resemblance to these styles in his work, his spirit is closer to that of Metaphysical Art, the school of Italian painting first practiced by De Chirico, Savinio, Carrà, etc., that led to French Surrealism. These masters also saw ordinary things out of context, alien, like objects in dreams.

Like them, Gnoli does not take daily reality for granted but regards it as odd, with wonder. Why is the underside of a plain desk like a colossal shopping plaza, why does the back of a well-combed head look as ominous as the full moon? It is as if a being from another planet, or Alice grown small, had contemplated them, perceived them as awkward and horribly cheerful.

It took Prince Orestes, in Gnoli's children's book, a very long time to learn "The Art Of Smiling." Today's artifacts and habits are overwhelming. Gnoli holds them at arm's length, looking at the spectacle with irony and with the sensibility of a young man from other, more civilized, more elegant times. Secretly, he is a romantic. He is amazed and amused at the goings-on, but defenseless. He must keep his detachment. His painted blowups are aloof and profoundly melancholy.

At the Galleria Giulia, via Giulia 143, to June 30. — Edith Schloss

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Reagan Expected at Third World Meeting

By Alan Riding
New York Times Service

MEXICO CITY — President Reagan has agreed to join the leaders of 21 industrialized and developing nations at a meeting in Mexico this fall to discuss the economic problems of the Third World, according to Mexican officials.

President José Lopez Portillo of Mexico is to issue a formal invitation when he meets Mr. Reagan in Washington next week, but the American leader is reported to have indicated privately weeks ago that he would attend on condition that Fidel Castro, the Cuban leader, was not present.

Although Mr. Castro is currently president of the movement of Third World nations professing nonalignment and was eager to attend the meeting, he has since been informed by the Mexican government that he will not be invited.

"He was not at all happy," a Mexican official said.

The purpose of the meeting, which has been promoted mainly by Mr. Lopez Portillo and Chancellor Bruno Kreisky of Austria, is to seek a breakthrough in the negotiations between industrialized and developing nations by bringing key world leaders together for private and informal discussions.

"There'll be no speeches for domestic consumption," said a Mexican official who is involved in preparations for the gathering. "We want an absolutely free exchange of views, which could lead to some basic political understandings. We're not talking of negotiations between delegations. The idea is that the presidents and prime ministers should meet alone."

Preparations for the meeting, which will be held in Cancun, began early last year after a 17-member international commission headed by Willy Brandt, the former West German chancellor, warned in a report of the dangers to world peace posed by chronic poverty in much of the Third World.

An immediate problem was whether to invite the Soviet Union and other Communist governments that have traditionally boycotted such negotiations because, in the Marxist view, the problems of underdevelopment are the direct result of exploitation by "imperialist" powers.

The organizers also feared that if Mr. Reagan and Leonid I. Brezhnev, the Soviet leader, were to meet for the first time in Cancun, East-West issues would dominate the intended North-South discussions. In the end, however, they decided to invite both China and the Soviet Union. China is immediately expected to attend, although it has yet to turn down its invitation formally.

Norwegian Held in 19 Murders

United Press International

TRONDHEIM, Norway — A nursing home director has been charged with murdering 19 elderly patients with curare, police said Friday.

Arnfim Nesset, 44, a former male nurse who ran the home for four years until his arrest in March, has confessed to 17 killings and investigations into deaths at the home are continuing, detectives said.

Senior U.S. Aide Expected To Visit Southern Africa

By John M. Goshko
Washington Post Service

WASHINGTON — Deputy Secretary of State William P. Clark will visit South Africa, South-West Africa (Namibia) and possibly Zimbabwe next week to explore practical ways of winning an internationally acceptable agreement on Namibian independence, according to Reagan administration sources.

The sources said Thursday that Mr. Clark's trip did not signal a basic change in the administration's high priority goal of trying to use a solution to the Namibia conflict as a bridge to improving U.S. ties with South Africa and combating Soviet influence in southern Africa.

Instead, the sources added, Secretary of State Alexander M. Haig Jr. feels that the dispatch of Mr. Clark, the highest ranking U.S. official to visit Pretoria in many years, will underscore the importance that the administration attaches to pursuing closer relations with the South Africans while reassuring black Africa that Washington has not abandoned its interests.

The administration's pursuit of this goal has been thrown into disarray by failure to achieve agreement on Namibia during the recent U.S. visit of Foreign Minister R.F. Botha of South Africa, the subsequent leaking of State Department documents related to Mr. Botha's visit, and evidence of unhappiness in the administration and conservative congressional circles with the performance of Chester A. Crocker, assistant secretary of state-designate for African affairs.

Sen. Howard H. Baker Jr. of Tennessee, the Senate Republican leader, announced Thursday that Mr. Crocker's principal congressional critic, Sen. Jesse A. Helms, Republican of North Carolina, had removed the hold he had placed on Mr. Crocker's nomination.

Mr. Haig is known to have been angered by the leaks, which indicated U.S. willingness to help the South African government end its international isolation if it cooperated in giving independence to Namibia, a predominantly black territory.

An investigation of the leaks is under way, spurring speculation that Mr. Crocker's tenure may not be secure. In addition, there is a feeling by some that an African visit by Mr. Crocker earlier this year antagonized the South Africans and black Africans.

For that reason, the sources said, Mr. Haig decided that a fresh approach by a very senior official might help. Although Mr. Clark is a newcomer to foreign policy who was unable to identify the prime ministers of South Africa or Zimbabwe during his confirmation hearings, he has been increasing his authority and influence with Mr. Haig.

The sources said that Mr. Botha, during his U.S. visit, had agreed to a visit by Mr. Clark, and that both Mr. Botha and Mr. Haig felt that Mr. Clark's 12 years as a California Supreme Court justice might help unravel some complex legal issues in the Namibia dispute.

Siberian Crane Is Hatched in Wisconsin Zoo

United Press International

BARABOO, Wis. — A Siberian Crane chick — the first born in captivity in three decades — was hatched from its egg after experts at the International Crane Foundation here provided a helping hand.

Scott Freeman, a spokesman for the foundation, said the bird was having trouble getting out of its shell Thursday, so Dr. George Archibald, co-founder of the crane facility, helped to break it open.

"He took the egg and manually opened up the shell," Mr. Freeman said. "It was sort of an unusual birth. The chick continued to hatch on its own and came out about 5:30 p.m."

"It was also a rare bird, the first Siberian Crane born in captivity in 30 years," Mr. Freeman said. "The bird is one of the most endangered in the world. There are only about 150 left in the world, and they are in steady decline."

The department's action Thursday was intended to begin implementation of the second phase of the agreement between the United States and Iran that led to the release of the 52 American hostages on Jan. 20.

On Feb. 26, the Treasury Department issued regulations for a similar transfer of funds, but it added that because of the outstanding legal issues surrounding the hostage-release agreement, it would not enforce any sanctions against those institutions that did not comply.

Thursday's revised regulations removed that protection and represented an attempt by the Reagan administration to get its hands on the frozen funds one month before July 19, the date by which the second phase of the agreement is supposed to be fulfilled.

Officials said Thursday they needed that extra month in order to permit any court challenges to be completed by the deadline set in the agreement.

In its notice Thursday, the Treasury Department said that two U.S. Court of Appeals decisions handed down last month held in favor of the government's authority both to order transfer of the funds and to suspend any claims by Americans against that money.



Dr. Martin J. Cline, who was reprimanded for attempting experimental gene therapy without approval from his university.

Gene Therapy Stirs Hope, Controversy

By Harold M. Schneck Jr.
New York Times Service

NEW YORK — The 21-year-old woman has "gargoyle" features, short stature and multiple bone deformities that have led to several fractures. In addition, she has hormone deficiencies and chronic heart failure. Her life expectancy is only about two more years, and she is too intelligent to have many illusions about the future.

This grim portrait illustrates the human side of a frontier of medical research called gene therapy. Despite their variety, the young woman's life-threatening disabilities seem to result from a single defective or missing gene among the many thousands that make up a person's hereditary endowment. The result of that single gene defect is a grave form of anemia — beta zero thalassemia major.

The gene that she lacks has been identified, named (the beta globin gene) and chemically characterized. Indeed, scientists have manufactured copies of it in laboratories using recombinant DNA, or "gene splicing," techniques. In theory, it might be possible to insert into her bone marrow, where blood is formed, enough copies of the beta globin gene to help her make normal blood. In research on the chemistry of genetics, that theory is being transformed into experiment.

The woman, who lives in Israel, was one of two patients in whom an American scientist tried last year to insert copies of a normal gene to take up the missing function that was destroying her life. There was no evidence that the experimental treatments endangered the patients or anyone else, whether they have had any useful effect is unknown. But last week the scientist who performed the procedures, Dr. Martin J. Cline of the University of California, Los Angeles, was reprimanded by the National Institutes of Health for attempting experimental gene therapy without approval from his university.

Local Authorities

The patients were treated in Italy and Israel with permission from local authorities — the disease being more common in those countries than in the United States — after completion of animal experiments at UCLA. Short lengths of the patients' legs were irradiated and about a teaspoonful of genetic material was injected in two doses. It was hoped that some material would migrate to the bone marrow and take root. In an interview earlier this year, Dr. Cline said he had expected the treatments to be the beginning of a long-term study. Controversy concerning the research appears to have jeopardized this plan.

The scientific community is divided over the propriety of such attempts at this time. The issue has gained particular importance because there are many other tragic disorders in which similar treatments might, in theory, be tried. It has been estimated that 1 percent to 2 percent of human births are affected by one or another of more than a thousand known genetic disorders. In sickle cell anemia, an obvious target for possible intervention, only a single chemical substitute, one gene is abnormal. In beta thalassemia, there may be one of several different abnormalities. The problem some scientists contend, is that despite the research strides of recent years,

U.S. Orders Banks to Give Up Iran Funds

By Walter Pincus
Washington Post Service

WASHINGTON — The Treasury Department has directed U.S. banks and other institutions holding \$2.2 billion in frozen Iranian deposits or financial assets in the United States to turn them over to the Federal Reserve Bank of New York by June 19, or face criminal or civil penalties.

The department's action Thursday was intended to begin implementation of the second phase of the agreement between the United States and Iran that led to the release of the 52 American hostages on Jan. 20.

On Feb. 26, the Treasury Department issued regulations for a similar transfer of funds, but it added that because of the outstanding legal issues surrounding the hostage-release agreement, it would not enforce any sanctions against those institutions that did not comply.

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Government Wins Sri Lanka Vote Despite Fraud Charges, Violence

United Press International

COLOMBO, Sri Lanka — The government swept to victory Friday in local elections marred by fraud charges and violence that killed six persons and injured two.

Sri Lankans voted Thursday to select national development councils, but only 20 to 35 percent of the eligible voters turned out, officials returns showed.

The balloting and the counting were conducted under a full state of emergency. Press censorship and a curfew from 6 p.m. to 5 a.m. were imposed.

President Junius R. Jayawardene's ruling United National Party took 65 seats in the councils, which are to be established across the Indian Ocean island nation, formerly called Ceylon. The opposition People's Liberation Front won 16 seats and Tamil United Liberation Front took 10 seats.

Oklahoma Prepares for First Execution by Injection

By William C. Rempel
Los Angeles Times Service

MCALLESTER, Okla. — Until the state's last electrocution at the penitentiary here in 1966, executions in Oklahoma were not only common but occasionally savage.

There was, for example, the legendary case of an inmate who went to the electric chair for killing a prison official. As he was being wired to the seat, he learned that the dead man was a good friend of the executioner.

Instead of instant death, according to reports, the prisoner made a particularly slow, painful exit as the executioner took his time advancing the voltage.

Other stories tell of drunken executioners who botched the job and of unprofessional firing squads like the one that had to smother its wounded target to finish the job.

But today Oklahoma is preparing an experiment in what many believe will be a more humane method of execution. It is replacing the electric chair, which took 82 lives, with an intravenous needle and death-inducing drugs.

The state, one of four to adopt the untried and controversial lethal-injection execution, is on the verge of putting convicted killer Thomas L. Hays to death by that method. It would be the first U.S. death by injection in a capital-punishment case.

Lethal injection as a means of execution received its first widely publicized boost in 1973 when Ronald Reagan, then governor of California, suggested that its use be studied, questioning why capital punishment could not be as easy as going to sleep with "a simple shot or tranquilizer."

"Being a former farmer and horse raiser, I know what it's like to try to eliminate an injured horse by shooting him," Mr. Reagan said. "Now you call the veterinarian and the vet gives it a shot and the horse goes to sleep — that's it."

It was not a new idea, however. In 1887, a committee of U.S. physicians, concerned about the high frequency of bungled hangings and the prolonged suffering they caused, recommended as possible alternatives cyanide poisoning, chloroform overdosing and intravenous injection of morphine.

In 1953, a British commission on capital punishment, also looking for an alternative to hanging, considered and rejected lethal injection because the panel's experts believed that it was impractical.

Difficulties in administering

"It is impossible to give intravenous injections to persons with certain physical abnormalities" and extremely difficult if the subject's veins are constricted due to nervousness, it said, adding, "It is never easy to [administer] except with the cooperation of the subject."

It also said that the operation demands professional skill "which the medical profession would be unwilling to use for that purpose."

British medical authorities also expressed doubt that lethal injection would be any more humane than a properly conducted hanging.

In 1977, Oklahoma became the first state to adopt lethal injection as the means of execution. Since then Texas, Idaho and New Mexico have adopted the method.

While the desire for more humane executions is the principal reason the lethal-injection statutes were adopted, others have been cited. Oklahoma, for example, was faced with restoring its decrepit electric chair at a reported cost of \$62,000 or building a gas chamber at an estimated cost of \$200,000 when the lethal-injection bill was passed. Supporters estimated the cost of an injection execution at only \$10 to \$20.

Another argument is that injection would be easier to witness than an electrocution.

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United Press International

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Indonesia Measles Deaths

The Associated Press

JAKARTA — A measles epidemic that broke out in January in central Java has killed 52 persons, most of them less than 5 years old, the government said Thursday.

New Date Expected

Like three of the last four men executed in the United States, Mr. Hays has refused to pursue any further appeals. His last stay of execution expired April 2, and the Oklahoma Court of Criminal Appeals is expected to set a new execution date soon, perhaps as early as July.

Consequently, the case of Mr. Hays — who shot a shoe-

Resignation Expected

Dr. Cline's reprimand by the National Institutes of Health is expected to lead to his resignation. The NIH is the primary funding source for gene therapy research.

Nevada Tightens Law on Abortions

The Associated Press

CARSON CITY, Nev. — A bill requiring women considering an abortion to notify their husbands first and then wait 24 hours before the operation has been signed by Gov. Robert List, who said the new statute would help women make a reasoned choice.

The law, signed Thursday, requires teen-agers considering an abortion to notify their parents. Physicians who perform abortions without abiding by the new requirements or who fail to explain abortion proceedings adequately to their patients face misdemeanor charges.

Gov. List said his decision to sign the bill into law was a "high personal" one. "As a husband and father, I believe that a teen-ager daughter under 18, or a woman who is married, has an obligation to inform her parents or husband. They have a stake in her decision and should have a voice in it," he said.

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Pentagon Banking Its Future in Space Shuttle's Success

By Thomas O'Toole
Washington Post Service

WASHINGTON — When delays in testing its new hydrogen engines and building its new heat-resistant tiles threatened to postpone the first flight of the space shuttle two years ago, the National Aeronautics and Space Administration got support from an unexpected source for the money to keep it on track.

The Pentagon weighed in at the White House for the almost \$1 billion in supplemental funds that NASA needed to keep the shuttle on schedule, which was 10 percent of Columbia's total cost of \$9.9 billion. This was a major surprise because NASA and the Defense Department have fought over control of the space program almost from the beginning.

The Pentagon's main interest is in the need for the civilian space shuttle, the DC-9-size spaceship that takes off like a rocket, carries as much as 65,000 pounds of cargo into Earth orbit and flies home like an airplane with as much as 32,000 pounds of cargo in its payload bay. With space shuttle flights in the next four years, the Pentagon was not about to endure a delay because of a simple thing like a shortage of money.

"We've always objected to a delay in the space program — at least I have," Secretary of Defense Casper W. Weinberger said not long ago. "The fact that it can go up and do a specific mission and come back and go up and repeat it again without waiting three, four or five years to get the next one ready, that's the benefit of the space shuttle."

Building Spaceport

The Pentagon is banking its future in space on the shuttle. At a cost of \$200 million, it is building its own spaceport for the shuttle to take off and land at Vandenberg Air Force Base near Santa Barbara, Calif. It will operate in a new military space center at Peterson Air Force Base in Colorado Springs, alongside the North American Air Defense Command's underground headquarters under Cheyenne Mountain. The Air Force will have its own version of the Mission Control Center in Houston and will train its own payload specialists to deploy and retrieve its satellites in orbit.

The space shuttle Columbia is at least in part a product of Pentagon thinking. The Pentagon insisted that its cargo bay carry no less than 65,000 pounds and that it have maneuverability to provide enough cross range for the craft to be able to take off from Cape Canaveral and land at Vandenberg, more than 1,000 miles off the course it would take if it flew a straight orbital track.

"This was purely a safety consideration," a Pentagon spokesman said recently. "If a malfunction occurs in a certain phase of the flight, we want the shuttle to be able to fly to Vandenberg."

There were security reasons, too. The Pentagon does not want to see a shuttle crowded with its secret satellites forced to land in some hostile territory just because it cannot glide 1,200 miles to the north or south.

The first flight of the space shuttle that will carry the Pentagon's baggage is scheduled for sometime in 1983. Like all scheduled Pentagon flights, it will carry no civilian or space agency cargo. All 11 flights are "dedicated," or devoted exclusively, to the Pentagon for security reasons.

The first Pentagon flight illustrates perfectly why the Pentagon wanted the shuttle to go off

on time in April. The 1983 flight will carry a Pentagon spy satellite so big that it dwarfs previous satellites. It would have cost as much as \$150 million to put it into space on a conventional rocket, if one could be built to carry it. It is so big that the shuttle's hydrogen engines would have to be throttled up to 109 percent of their normal operating capacity to lift it into orbit. "That flight was dedicated for 1983 for national security reasons," a Pentagon source confirmed. "It is needed to verify the next step in the SALT treaty."

Despite charges by the Soviet Union that it will be a spaceborne war machine, the shuttle will not carry weapons, at least in the near future. First, a laser weapon needed in a space battle is too big for the shuttle right now. The power supply alone that such a laser weapon would need to be effective in space would be too heavy for the shuttle to lift.

The shuttle does not need weapons to be a useful military tool, however. Even before it carries its superheavy spy satellite into orbit in 1983, the shuttle will truck an experimental military laser and an infrared navigating device to guide shuttle pilots to orbiting satellites to repair or retrieve them.

Navigational Service

Such a device also could guide future shuttle pilots to hostile satellites, which they might either put out of business by cutting their radio antennae with a specially designed space tool, or gather into the shuttle's cargo bay to take back to the United States for inspection.

Sometime in 1983, the shuttle will also carry a Pentagon infrared sensor code-named Teale Ruby, which is being built to pick up the heat exhausts of missiles going into orbit, or jet aircraft at high altitudes, even of enemy space satellites whose radios are turned off to keep them hidden in space. Sometime later, the shuttle will carry a Pentagon aiming device code-named Talon Gold that could be used by a spaceborne laser weapon.

Nothing illustrates the usefulness of the shuttle to the Pentagon like the six Navstar satellites it will carry into orbit for the Navy in 1985, 1986 and 1987. To be put into a 12,000-mile-high orbit where they will join 12 identical satellites now being put into orbit, the Navstars will be strung out like beads around the Earth to provide the most precise and instant navigational service the Navy has yet devised.

So accurate will the Navstar network be that a ship, plane or even a foot soldier will be able to ask Navstar where it is and get a fix in less than 15 seconds that is no more than 48 feet off in all three dimensions. Navstar will tell a jet fighter moving at 1,500 mph toward a target how fast he is going within one-fifth of a mile per hour. It will tell an aircraft moving blindly toward a refueling tanker in the dark when it can expect to encounter the tanker — to one-tenth of a second.

As important as the shuttle will be as a truck to haul the Pentagon's space traffic, possibly its greatest military importance will be psychological. Until the shuttle, military satellites went into space unmanned, and fair game for hostile satellites to attack if they were so directed. No longer. In very subtle fashion, that unwritten rule of space warfare has been changed.

"If an unmanned satellite is attacked in space, it might become a serious international incident," a Pentagon source said. "Take a serious step like attacking the shuttle and you run the risk of starting World War III."

AEROSPACE

INTERNATIONAL Herald Tribune

A SPECIAL SUPPLEMENT

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PART TWO

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AIRLINES The Age of Deregulation

DEREGULATION has been a major issue in commercial aviation, with some of the more innovative air carriers and the charter companies in the forefront of the fight to end regulations that they claim keep air fares artificially high. The worldwide result has been piecemeal deregulation, with transatlantic prices sometimes relatively much lower than fares within Europe, for example. The Carter administration deregulated airline prices, which led to intense price competition in the late 1970s and to the growth of commuter airlines, but some analysts believe that the move helped neither customers nor the airlines in the long run. The International Air Transport Association, which recommends price levels, and some

countries defend regulation for economic and social reasons. State-owned companies, like British Airways, often have to fly certain uneconomic routes as a public service, and are generally not as flexible on hiring and firing as commercial firms. They have to pay their huge fuel and other costs either through high fares — or through the public coffers. Furthermore, government and industry officials argue that lower fares have not consistently increased airline business. French regulators, for example, believe that they would lose more than they would gain by lowering prices, and insist that they "protect" Air France through minimum fares only as long as the company increases its traffic. The debate is far from over.

UNITED STATES

Price Competition, New Ventures Encouraged

By Maureen Sherwood

NEW YORK — Hop on a plane from London to Paris and it will cost you \$101 one-way. For just over double (about \$219) you could hop all the way to New York, which is about six times as far. On a standby fare with British Airways one-way. Thanks to deregulation — or Freddie Laker, some might say, — Deregulation has yet to go further than London on that side of the Atlantic, although if Sir Freddie has his way, it will not be too far off. His case for carte blanche flying in Europe is now being heard in a court of law.

In the United States, deregulation is well into its third year and from most accounts, a success. It was the brainchild of Alfred E. Khan, then at the Civil Aeronautics Board, at the time of the Carter administration. His main aim was to encourage price competition and free entry into the industry, and to combat inflation. Thus, airlines could decide on their own routes, as well as fares.

In a recent telephone interview, Mr. Khan, admitting that he was not exactly an impartial observer, called the venture a definite success. "How high would fares be now," he asked, "without Laker, New York Air [a recently formed airline of which Mr. Khan is now a director], People's Express, Capitol and others?"

Fuel Costs

Mr. Khan is certain that with the huge increases in fuel costs and general inflation in the last three years, the industry would be in a far worse situation without deregulation. "There is not one single airline which would want to return to regulation," he said. "They prefer the flexibility of choice to raise or lower fares as they wish, of pulling out of marginal areas, restructuring routes, making maximum use of each airplane."

Angus McClure of TWA agrees in the main but feels that deregulation has not had a true test yet because of several external factors. The most important of these, he said, is the fuel increase coinciding with the start of deregulation, which has clouded results. The other major factor is inflation.

"But we do feel that deregulation is succeeding and that the current slump in business and major losses being experienced by most U.S. airlines cannot be attributed to it," he said.

Mr. Khan also pointed out that more cities in the United States now get better air service; many also now have commuter services, although these were unpopular at first because of an initial bad safety record. He agreed that some cities have lost services but said: "It's not our job in the United States to subsidize. Why should people traveling from New York to California have to pay very high rates to subsidize more isolated routes?"

Another advantage, he added, was that smaller airlines no longer had to fly to bad-weather zones but were now able to spread their wings in other directions.

"Flying Into a Storm"

A voice that comes out strongly against deregulation is that of the American Society of Travel Agents. ASTA's chairman, Joseph R. Stone, explained his position: "From the first,

I was always against it although I really hoped I'd be wrong in my predictions — early on, I termed it 'short-term gain, long-term chaos.' Early on also, he gave a lecture at the University of Washington on the subject, the title of which he is proud: "Flying Into a Storm."

He feels that the immediate impact of deregulation in 1978 was great but that it is now destroying one of the world's finest airline systems. He went on: "The original concept was to fill empty seats; the average flight was 57-percent full. So we'd give cheaper fares — a great idea from the economy standpoint. Great on paper. But what happened was that flights were now 64-percent full of passengers paying a discount fare. So the yield just wasn't worth it. It's not our grapes, it's just not working."

He added that the equivalent of 10 empty 747s crosses the Atlantic every day.

New Gateways

Mr. Stone also pointed out how overbooking was now very likely no longer going to be penalized — hence passengers missing their connections with no compensation. On commuter flights, he was equally pessimistic: "How many passengers really prefer a twin-engine propeller aircraft to a Boeing 737?"

When asked why the airlines were all for deregulation, in spite of heavy losses by almost all of them in the United States, Mr. Stone said he thought they were "playing a poker game."

From the international carriers' viewpoint, John Lamp of British Airways says that deregulation in the United States has opened up many new gateways for them but has had disadvantages, too. "We used to have a fair-sized office in Miami," he said, "but since deregulation, Delta has taken over most of the business."

As for Laker, their general manager in the United States, Charles Maxwell, said that although U.S. deregulation did not affect them (Continued on Page 13S)

FRANCE

Charter, Government Disagree on 'Protection'

By Mark J. Kurlansky

PARIS — Jacques Maillot, the director of one of France's largest and most aggressive charter-flight travel agencies, Nouvelles Frontieres, accuses the DGAC (Director General of Civil Aviation) of being "protectionist." Robert Esperou agrees. He is director of the DGAC's Air Transportation department.

Companies that offer flights in French airspace must have their contract approved by the DGAC. The price guidelines are a set of minimums, which, Mr. Esperou admits with a shrug, have not changed in three years. These minimums happen to be the lowest prices offered on any given route by the national airline, Air France, or in the case of domestic flights, Air Inter.

"We would not protect Air France in any policy they pursued, but only under the condition that they increase traffic. If they remained static, we would not protect them," Mr. Esperou said. Air France, during a difficult period for the airline business in general, barely manages to accomplish this. In 1980, it had a 1.3-percent increase in passenger kilometers from the year before.

This year is also looking extremely difficult. Mr. Esperou admits that the government is perplexed by the decrease in North American traffic. "We thought it was the recession and the weak dollar, but now that has reversed and in spite of that the traffic remains low."

But the DGAC does not accept the principle of lowering air fares to increase traffic. "We estimate that we would lose more than we would gain," said Mr. Esperou of an "open skies policy" such as the U.S. Civil Aeronautics Board launched under the Carter administration. The CAB has tried to sweeten a deal with the DGAC by opening new routes to Air France, but the French say that these routes do not interest them.

Mr. Maillot, who claims a 17-percent increase in passengers this year from last, said

that the success of low-fare charters proves that DGAC policy is mistaken.

Charters are much different from regular airlines since they have no routes to maintain and almost always fly with a filled plane. Their main problem at the moment is that their contracts are usually with U.S. companies and in dollars, and the sharp rise in the dollar is forcing rates up.

Mr. Maillot and Mr. Esperou not only agree in scolding the DGAC protectionist but also that the protection extends to private companies. "They also protect UTA (Union de Transports Aeriens), a private company, and this is a scandalous affair," Mr. Maillot said.

"Certainly we do," Mr. Esperou said. "We protect regular airlines in France. We don't discriminate between public and private." In fact Air Inter is almost half private.

National Railroad

Air Inter's main problem now is not charter flights but government-controlled competition in the form of the French national railroad (SNCF). By September, the Train a Grande Vitesse (TGV) will go from Paris to Lyons in two hours and 40 minutes. By 1983, this is expected to be cut to two hours. The TGV is expected to go from Paris to Marseilles — one of Air Inter's most important routes — in less than five hours.

According to Mr. Esperou, Air Inter will continue a policy of asking "very moderate" price increases with reductions on less busy days and hours. He is not sure how the TGV will affect air prices. "It's a governmental problem," he said. "The government approves both prices, and both companies are struggling for the same clientele."

For international flights, the government's task is much clearer, Mr. Esperou said. "In the American philosophy, if Braniff disappeared it is all the same. TWA will take their place or someone else. But we only have one airline. Would the CAB risk letting all the American airlines disappear?" Air France, according to Mr. Esperou, has a "socioeconomic character." He said that, in addition to maintaining an enormous number of routes, it has an unusually high ratio of employees to planes.

The DGAC will allow low fares only if they are not seen as threatening to Air France. TWA got a low fare to Boston approved because Air France does not fly to Boston and it was concluded that the TWA service was not frequent enough to menace Air France's Paris-New York route. Mr. Esperou said that, if TWA started increasing its frequency of service, "we might reconsider."

Low-Fare Deals

For the time being, the few price gimmicks of Air France, the *vol vacances* and "business class" fares, will be as good a deal as will be allowed on regular flights in France.

The American open skies policy, certain U.S. bilateral agreements such as with London and Brussels, low-fare Laker flights from London and other such things are putting pressure on the DGAC. Charter companies like Nouvelles Frontieres offer an increasing number of flights from Brussels rather than Paris because it can be cheaper. So it is not only Air France that is losing business but another government company, the Paris airport authority.

(Continued on Page 14S)

BRITAIN

Independents Fare Better Than British Airways

By Michael Smith

LONDON — Britain has the second-largest international airline industry, after the United States, and it is ironic that the contributions to the economic wealth of the nation are coming from the independent carriers and not from state-owned British Airways, probably the world's largest international airline.

The civil airline industry provides a classic example of how one country is struggling to come to terms with the international mood of deregulation. It is a story of contrasting fortunes, with the independent airlines like British Caledonian and Laker Airways enjoying relative prosperity despite the recession, and British Airways hurt by major losses and rising debts.

The point will certainly not be lost on British Airways, which will shortly illustrate the depth of its problems by announcing losses of about £125 on past-year trading.

UNITED STATES

IATA Industry Organization Defends Its Role in Fare Guidelines

GENEVA — The recent decision by the U.S. Civil Aeronautics Board to bar U.S. airlines beginning on Sept. 15 from engaging in talks over North Atlantic airline fares has caused a new problem for the International Air Transport Association and focused attention again on what the association feels is a minor, although not unimportant, part of its business.

"IATA does not fix fares and is not a cartel," said John Brindley, spokesman for IATA in Geneva, where the 110-member organization has its international headquarters (the main headquarters are in Montreal). "But if we were, all you'd have to do is look at the financial sheet of the airline industry today and you could say we were a pretty bad one, that."

During a two-day meeting that ended on Wednesday, IATA member airlines — excluding U.S. companies — decided to ask governments for a 5-percent increase in passenger fares beginning on Sept. 1 and in freight rates beginning on Oct. 1 to prevent record losses in 1981. A further round of fare increases up to a maximum of 5 percent were also discussed for later this year, officials said.

The organization has been accused in recent years — particularly before a restructuring that took place in the late 1970s — of virtually setting international fares by not allowing its members price flexibility. But IATA feels that these arguments are unfair and overlook its important role in aiding international air travel. It insists that the "traffic conferences" it has organized for the last 30 years as well as the other services it offers to its members have been responsible for the relatively smooth flying of world aviation.

IATA is naturally hoping that the big U.S. carriers like Pan American and TWA, which are IATA members (Pan Am recently rejoined) and serve Europe, as well as the U.S. State and Transportation departments, which have made strong protests to the CAB, will be able to head off the decision, which IATA thinks is arbitrary and a strange mixture of ignorance and arrogance.

Carter Proposals

The storm over the Atlantic began brewing in 1978 when the Carter administration proposed plans to deregulate U.S. air travel and open a free market in the face of overseas competition from cut-rate operations like Laker. The result was not only a challenge to airlines running the Laker routes, who were already suffering from increased oil prices, but the condemnation of IATA and some of its European members, who see their markets as dependent on international travel, unlike the

U.S. carriers who have a large domestic market to balance overseas losses.

Swissair, which follows the conservative traffic policy and was a target of the U.S. deregulation campaign, points out that the frozen efforts by airlines in 1980 to undercut one another in the U.S. domestic market did not stimulate traffic as promised and that the transatlantic carriers kept their fares on a competitive basis with the European airlines to keep the highest traffic gains. Swissair itself, with 70 percent of its North Atlantic seats full last year, still lost on those routes. The North Atlantic route lost a total of \$500 million in 1980.

At great a problem for IATA, although less publicized, is the deep split among the IATA members over the question of "interlining" (the tariff policy that dictates that lower fares existing between two points in two different countries may be applied only by the national carriers of the countries in question). IATA points out that it does not decide these questions, but rather the governments involved. In fact, it sees its role in these matters as that of a trade association bringing its members together for discussion. Director-General Knut Hammarjold recently summed up the association's philosophy as one of "interdependence and cooperation, transcending differences in political or economic philosophies among nations."

IATA, originally the International Air Traffic Association, was the direct result of pioneer aviators seeing the need for a permanent agency to regulate air navigation and administration. The original charter drawn up in The Hague on Aug. 28, 1919, between the six founding members called for a flexible body whose members were bound by a spirit of cooperation for mutual advantage, with only two limitations — that the organization be non-political and its members entirely autonomous. By 1939, IATA had grown to 29 members from 24 countries.

Chicago Convention

With the end of World War II (which virtually suspended international civil aviation while advancing aviation a quarter of a century), the allied nations saw an immediate need for further cooperation on air travel. Under the auspices of the U.S. government, exploratory talks were held in Chicago in early 1944. The outcome was the Chicago Convention on International Civil Aviation, which provided for the creation of the International Civil Aviation Organization and the restructuring of IATA the following year to act as an arbitrator between governments on the question of bilateral agreements, including air routing and fares.

IATA says that the problem of air fares has

(Continued on Page 14S)

AIRBUS

Company in Global Battle With Boeing After Eclipsing 2 Other U.S. Companies

By Joel Strate-McClure

PARIS — Bernard Lathiere was beaming. The president of Airbus Industrie was smiling as though he had just sold his 1,000th wide-bodied aircraft, scoring a substantial marketing victory over his American rivals.

In fact, Mr. Lathiere had just finished a vivid description of a different but still important coup in international aerospace. He had managed, through a series of personal connections and his own practiced taste, to secure an extraordinary win at a ridiculous — by low price to serve at the Airbus chalet during the 34th Le Bourget Air Show. The "Cuvee Airbus" is, he assured a visitor during a recent tasting at his avenue Bosquet offices in Paris, better than anything the competition can concoct.

"You sell a European-built aircraft like the Airbus largely because of its technical capabilities," the 52-year-old Mr. Lathiere said. "But you also must pay attention to the details and keep the competition on its toes."

The primary competition for the Toulouse-based Airbus Industrie, which is the marketing and coordinating body for European manufacturers building the Airbus, is Boeing of Seattle. The two companies are waging an often caustic global battle to capture shares of a civil aircraft market estimated at \$12 billion during the next 10 years. Although their arguments — regarding unfair financial practices, subsidized operations, protectionism and other topics — often end in a stalemate, Mr. Lathiere is convinced that he has beaten Boeing on the wine front.

"If they want to accuse me of predatory financing when it comes to the wine we're serving at Le Bourget," he said, "they're right."

Airbus, which eclipsed McDonnell-Doug-

las and Lockheed as a major international competitor during the late 1970s, now has 21 percent of the market and is aiming for 30 percent. Mr. Lathiere and his sales team at Airbus Industrie have established a reputation for successfully marketing the twin-engine Airbus family — the 250-seat A-300 and the 210-seat A-310, which compete with the Boeing 757 and 767.

Even opponents agree that Airbus has threatened the U.S. companies' dominance in civil aviation and substantially altered the image Europe had a decade ago, as the technically excellent Concorde turned out to be a commercial catastrophe.

"The Airbus has put Europe in the big leagues," according to Frank Borman, chairman and president of Eastern Airlines, the purchaser of more A-300s than any other client. "It is a technical success because it is elegant in its simplicity, has thoughtful systems, low maintenance costs and tremendous reliability."

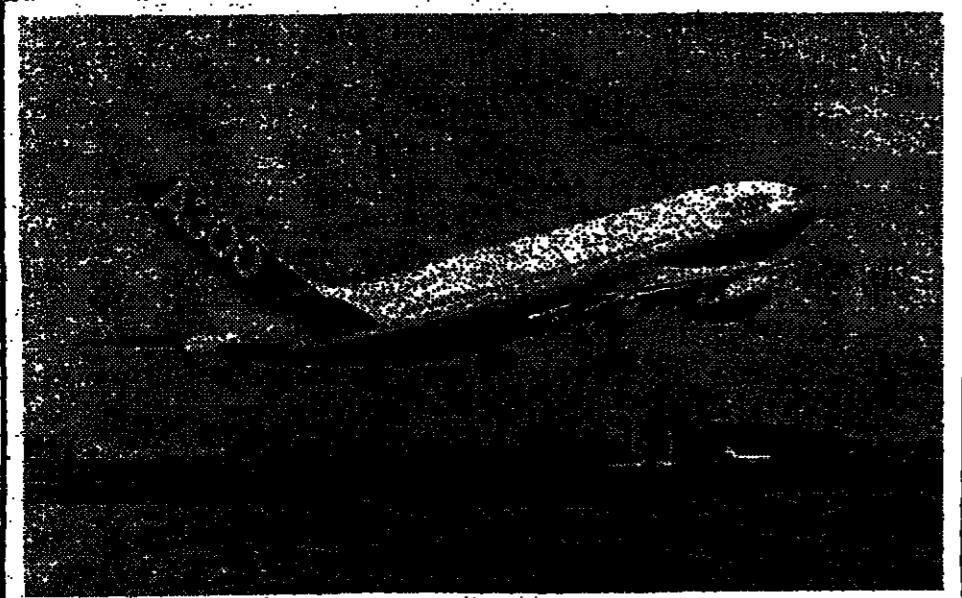
Jacques Mitterrand, the chairman of Aerospatiale, Europe's largest aerospace company, said: "The Airbus family will allow European manufacturers to obtain a reasonable share of the commercial aircraft market during the next two decades."

Former Civil Servant

Mr. Lathiere is not responsible for the technical success of the Airbus, which was conceived by French and British engineers during the mid-1960s. In fact, the "father" of the Airbus is either his predecessor, Henri Ziegler, or the company's general manager, Roger Betteville, one of the best technical minds in contemporary aerospace.

Mr. Lathiere was a civil servant, albeit high on the scale, before he took the reins at Airbus Industrie in 1975. Just before that, he

(Continued on Page 11S)



A photograph of a large Airbus A-300 or A-310 aircraft on the ground.

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AEROSPACE

Airbus Wages Global Battle With Boeing

(Continued from Page 98)

was head of the French civil aviation authority, which, among other things, kept an eye on the Concorde manufacturing program. Before that, he was a senior adviser to the minister of transport, following a four-year stint as an inspector of finance.

In France, however, one rarely steps into any of these positions without an acceptable education. After obtaining a bachelor's of law degree in Paris and attending the Institut d'Etudes Politiques de Paris, Mr. Lathiere was first in his class at the French national school for civil servants (ENA).

"People were surprised to see a career civil servant selling airplanes," the Calcutta-born Mr. Lathiere said. "But this is a fascinating occupation — it's global in scope, the product is superb and every success is a victory for all of Europe."

Mr. Lathiere does not like to be quoted when it comes to comments on the competition. In fact, he admits that both Airbus and Boeing manufacture excellent aircraft and says he enjoys the competitive nature of marketing today's crop and planning for tomorrow's. But it is a tough game. For example, he does not even want Boeing to know that Airbus will be displaying a mock-up of the interior of the fuselage of the A-330 at Le Bourget. That aircraft will be a 130-170-seater — aimed at a market sector that is expected to be attacked by Boeing as well as a McDonnell Douglas/Fokker consortium.

"When you're selling something that costs between \$40 million (the A-310) and \$50 million (the A-300), and when it costs \$1.5 billion to get a new family member onto the market (the A-320), you can't let the competition know everything," he explained, admitting that aerospace, because of the relatively small number of manufacturers, is incredibly incohesive.

"You don't have to tell them how much you'll be increasing your sales force and your after-sales staff during the next five years," he said.

Boeing is obviously intent on maintaining its commanding share of the civil aircraft market, but continually acknowledges Airbus as a competitor. The company's director of corporate public relations, Peter Bush, recently said in Seattle that "in the past our competition was mainly Douglas and Lockheed.... Now all of a sudden we are worrying more about Airbus."

Mr. Bush added: "It's a bit much to expect one American enterprise, wholly owned by stockholders, to go against an enterprise backed by three major European governments who don't have to cover the cost of production because they're subsidized."

Mr. Lathiere is riled by this contention. Putting the glass of wine on the table and looking at a model of the A-300 on his desk, he explained, for what appeared to be the last time, that Airbus is simply not a subsidized aircraft.

"Financing comes from the partners or in the form of loans from their governments, which are often the shareholders because the companies are nationalized," he said. "But for every Airbus sold, we're approaching the 500 mark with a break-even expected

at 800, \$3 million is returned to pay down those loans. We are not here to lose money and we are certainly intent on making money."

Although Airbus may not be subsidized, it does have the backing of the European aerospace heavyweights and their governments. Airbus Industrie, a "pooling of economic interest" with 900 employees, is responsible to: France's Aerospatiale (with a 37.9-percent interest), Deutsche Airbus, comprising MBB and VFW (37.9 percent), British Aerospace (20 percent), Spain's CASA (4.2 percent) and associate members Fokker in the Netherlands and Belgium's Belairbus.

The result is a pan-European project, with all the problems and pitfalls that implies, which has developed, said Mr. Lathiere, a "technically superb aircraft because of a cross-fertilization of engineering techniques that provide a nearly fail-safe, cost-effective development."

The early barriers to such a collaboration were formidable: program coordination, engineering approaches and design standards, ownership of technology, language differences, specifications and quality control, financing, varying labor laws, and employment conditions. But the Europeans, largely because of the tangible commercial success, believe that Airbus has succeeded in overcoming the problems.

"On Par With Americans" The Airbus has undoubtedly put Europe on a technical par with the Americans," according to Gustav Bittner, vice president of MBB in Munich. "No European company could have financed the job alone, and now that collaboration has worked we definitely want to see it continued."

British Aerospace Chairman Sir Austin Pearce concurs: "The alternatives were to go it alone, which was not economically viable, or to become, in effect, a subcontractor to one of the American firms."

Although there is some international collaboration in the field of large civil aircraft (Aeritalia is working with Boeing on the 767, for example, and Fokker has signed a memorandum of understanding with McDonnell Douglas to design a 150-seat aircraft), most observers are keenly watching what Airbus will do in the future.

"We need a family of five aircraft to cover a full spectrum of the future market," said Mr. Lathiere, insisting that the partners are in unanimous agreement to expand the Airbus family despite recent reports that the West German interests are hesitant. "And we will make a decision later this year on which direction we will pursue. The choice will depend on our evaluation of the market."

"Speaking at the inauguration day of the air show, United Press International quoted Mr. Lathiere as having said that the consortium's managing board in April approved plans for accelerated studies of the aircraft and authorized Airbus managers to offer clients delivery dates, the prospective price and even firm contracts. "We are thus the first ones," Mr. Lathiere told a news conference. "All we need now is to find a few companies for the launching of the plane." He said that the A-320 would roll off production lines late in 1985 or early 1986. Airbus is talking to a number of



Bernard Lathiere: "... Details, always the details."

other manufacturers, including Japanese and U.S. companies, about possible participation in future projects, and the structure of the consortium could be altered, depending on talks that will continue during and after the air show.

"There could be a change in the percentages of participation or in the type of work sharing," Mr. Lathiere said. "The parts are now manufactured in different countries and transported to Toulouse for final assembly. In the future, assembly could be carried out in another country."

Mr. Lathiere is not worried about taking on the additional load of future Airbus variants. The present participants are increasing production from four aircraft a month to eight in 1984 and will use this experience for future manufacturing.

"We have mastered the technical, physical, political, industrial and administrative problems of building an Airbus," he said. "The difficulty in the future is ... the sale."

To date, 40 customers have

made firm orders or taken options on 469 A-300s or A-310s. Although Eastern and Canada's Wardair International are the only North American airlines to buy, the other clients cover the globe: Swissair, Cruzair, Laker, Transair, Air Afrique, Indian Airlines, Lufthansa, Thai International. The latest client is Nigerian Airways.

Supersalesman Mr. Lathiere, the former civil servant, is now regarded as a supersalesman. He and his commercial vice president, George Ward, formerly president of American Airlines, each travel more than 250,000 miles a year, prospecting new business.

In fact, Mr. Lathiere likens himself to the butterfly collections on his office wall. The gifts — from Cuba, Mexico, Madagascar and Brazil — were presented by potential Airbus clients. "Like that American boxer," he joked, "I fly like a butterfly and sting like a bee."

Mr. Lathiere has been stung himself. Airbus Industrie faced a

drought in 1976 and did not sell one airplane during the entire year. Then, in 1977, it looked as though Western Airlines would order the A-300 and permit the breakthrough in the United States.

"The deal fell through as the Champagne was being brought out of the cooler," he said. "Then a month or two later, Frank Borman ordered the first of his fleet of Airbus planes."

Mr. Borman's order was, said Mr. Lathiere, "the trigger of our success; [it] provided us with a required respectability."

New Cockpit

Mr. Borman has now become an important promoter of the Airbus and is particularly enthusiastic about the new forward-facing crew cockpit (also on display at Le Bourget), which uses logically organized controls to display data in a manner that improves crew efficiency and minimizes the workload.

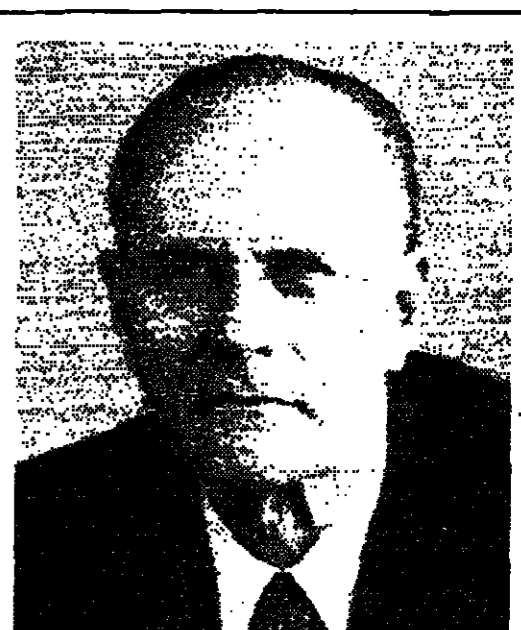
"The new Airbus cockpit is at least a generation ahead of any of the American producers, particularly in terms of software and presentation," according to Mr. Borman, who will be at the air show.

Mr. Lathiere revealed the Borman breakthrough with almost as much glee as his wine project. He talked about how he has refined his sales pitch, learning as much as possible about his clients' requirements. He knows when to order aged Armagnac on the terrace at Pujol's in Toulouse or be content with sharing sandwiches during final contract negotiations.

"You must understand the personality of every airline official as much as depth as possible," he said. "Tell them about the American engines and components, if that's what they want, or the design they can have on their seat covers. The trick is to seduce them with the details, always the details."



SIR AUSTIN PEARCE, chairman of British Aerospace.



JACQUES MITTERAND, chairman of Aerospatiale.

The alternative to joining Europe in producing the Airbus was to go it alone, which was not economically viable, or become a subcontractor to one of the large U.S. manufacturers.

Prospects of new members of the Airbus family and larger longer-range variants will absorb most of Europe's capacity through 1988. Added to these will be aircraft in smaller sizes that can be funded on a one-country, one company basis. These include new feeder and corporate jets.

Industry on both sides of the Atlantic is closely watching the effect of deregulation on the airline industry and the resulting changes in the profitability picture. These changes will decide whether the big leagues of Europe and the U.S. will need to collaborate more closely for this market.

Toward the end of this century or the beginning of the next an advanced supersonic transport could be feasible. This will require a European-American cooperation, with Europe through France and the United Kingdom supplying technical experience from the Concorde, and the U.S. providing its resources of financing and technology.

Despite the current economic crises — characterized by rising fuel prices, soaring inflation and high interest rates — the demand for air transportation will continue to grow during the next two decades and the global air transport system will adapt itself to solve the problems faced in meeting that demand.

Fuel costs, maintenance costs and longer depreciation periods all combine to justify the value of new technology to the operators. Future civil aircraft, either all new or derivatives of current models, will feature advanced technology in terms of the extensive use of new alloys and composites and further advances in wing aerodynamics, airload management and digital avionics. The large investment required by civil aircraft programs — including research and development, tooling and start-up costs, which can amount to \$3-\$4 billion — suggests that in the not too distant future only two or three manufacturers will dare launch new ventures. In fact, it is quite possible that only two areas in the world will see the assembly of the entire output of tomorrow's commercial jets — the West Coast of the United States and the south of France.

SWEDEN Export or Perish: Industry Takes On Challenge

By Westerly Christie

STOCKHOLM — Less than two years ago the aerospace division of Saab-Scania, the automotive group, was facing "a fairly bad situation," said Tore R. Gullstrand, who has been with the company for 25 years and its managing director for 12.

Sweden and Finland are the only two Nordic countries involved in aerospace manufacturing, and Sweden's two producers are acutely aware of the limitations of their small home market: They must export or perish. Both Saab-Scania and Volvo Flyvmotor appear to have survived the worst of the 1970s handsomely. Neither has ever returned a loss. Both are threatened by the government's growing tendency to cut military spending — maintaining military production to some extent is crucial for providing technological innovations to create spin-offs in other areas — but both expect non-military lines to be the mainstay of their business, if not the key to their survival. "If new opportunities had not come along we probably would have had to suspend a large part of our operation and personnel" more than a year ago, Mr. Gullstrand said. It would have been an anti-climatic ending to a



A model of the Saab-Fairchild 340 airliner

bright past: Airplanes were the foundation of the Saab-Scania group, with Svenska Aeroplan Aktiebolaget being formed in 1937.

The aerospace division did not have a single major civilian aircraft project under way. The Swedish military command had not yet decided on developing a new multi-role combat aircraft to replace the Viggen weapon system. The division began to see a "brain drain" of some of its top technical experts to other countries, notably the United States.

That trend has been reversed. "I think everyone has returned now," Mr. Gullstrand said with a smile. The reason is twofold: the Saab-Fairchild 340 commuter plane and a new combat aircraft called the JAS.

Great emphasis is now being placed on developing a new class of airliner, the compact twin-engine commuter, or "feeder liner," with a 20-to-40-seat capacity.

The market for this class has boomed in the last few years because of staggering fuel prices — which have forced several larger airlines to abandon jetliner services to smaller cities — and the world recession. It is estimated that the U.S. commuter airline industry is growing at an annual rate of 12 percent, with about 50 such operations throughout the country. By 1990, it is forecast, commuter business will account for about 10 percent of the U.S. travel market — or more than 500 million passengers a year, from the present 12 million.

Saab Aerospace, hoping to cash in on this fast-growing market, decided to join forces with Fairchild Industries of the United States to create a commuter liner. In January, 1980, the two agreed to jointly develop, produce and market the low-wing, twin turboprop Saab-Fairchild 340, a 34-passenger airliner.

The total investment program for development and initial production, on the Swedish side, is 800 million kronor (about \$160 million), including a factory at Saab-Scania's Linköping airport. Mr. Gullstrand said. The aerospace division has a 75-percent development stake in the venture, and manufacturing costs are split 50-50.

"To help finance this project we secured a loan from the government of 350 million kronor. Construction of the plant started in January. It will be ready by the turn of the year, when the first two prototypes will be built," Mr. Gullstrand said. The first of the two is scheduled to be flying at the end of 1982.

General Electric is supplying the CT7-5 turboprop engine. The fuselage and carriage will be built in Sweden, the wings and tails in the United States. Final assembly will take place at the new Linköping plant. The contract for the nose undercarriage and the main undercarriage went to AP Precision Hydraulics of Liverpool, the aircraft and marine division of Automotive Products Ltd.

Ironically, Sweden's own Volvo Flyvmotor, in conjunction with Garrett Corp., lost out on the engine bid because its engine "was too small, and the GE CT7-5 had the lowest fuel consumption rate of all the contenders," Mr. Gullstrand said.

Last November, the first SF-340 order was made by Crossair, the Zurich-based Swiss airline company. It is valued at 85 million kronor. For five planes, and Crossair holds an option on five more. Since then about 85 more orders have come in. The base price for the airliner is about \$3.8 million.

Interesting Response

"The response from the market has been extremely interesting," Mr. Gullstrand said, adding: "What we mean by 'orders' is signed contracts, on which the customer has paid an initial, non-refundable portion."

He said he had anticipated that more than half the market for the SF-340 would be in the United States, but he proved to be wrong. "The sales of this aircraft have been worldwide. More have been sold outside North America, in Australia, Sweden, South America and the Far East."

The commuter airline market outside the United States is growing. In the Third World, where difficult terrain often impedes links between otherwise proximate communities, expansion of the business is a necessity.

British Aerospace, Fokker, Embraer, Short Brothers, Beechcraft, Aerospatiale, Aeritalia, Dornier and CASA are all getting into the commuter liner act, but Mr. Gullstrand sees the SF-340's main competitor as de Havilland Aircraft of Canada. De Havilland has built and sold more than 700 of its 19-passenger Twin Otters and more than 100 of its 50-seat, four-engine Dash Seven turboprop aircraft, and is developing the 32-to-36-seat Dash 8 twin turboprop.

Combat Aircraft Mr. Gullstrand said Saab Aerospace is studying other applications of the SF-340 — such as government dispatches and flying ambulances — and the possibility of developing 50-seat and 60-seat models.

The other major factor behind the aerospace division's turnaround involves the Swedish military's decision to approve a study for development of a new combat aircraft. Last year, the Riksdag (parliament) decided that aircraft development should be directed toward replacing the entire Viggen system, which has been the mainstay of the Swedish Air Force.

A consortium of Saab-Scania, Volvo Flyvmotor and the telecommunications groups L.M. Ericsson and SRA Communications are investing about 400 million kronor through next year on project definition and initial development of the new system, the JAS. Saab Aerospace is responsible for systems management, systems integration and basic flying platform, Volvo Flyvmotor for the engine, L.M. Ericsson for the radar and

SRA for display and recording systems.

"In the long run, the total military budget for R&D, production and weapons up to the year 2000 is 20 billion kronor," Mr. Gullstrand said. "The trick is to come up with an aircraft that will not exceed this budget but that will, at the same time, be effective. If we cannot meet the financial requirements, we will have to look at foreign alternatives."

Gunnar L. Johansson, managing director of Flyvmotor, said his company is expected to expand on existing cooperation with GE for the engine for the JAS, the F-404, adapted to Swedish needs. "We will buy some parts from GE and we will be producing some ourselves," says Mr. Johansson, who has been with the Volvo group since 1955 and Flyvmotor's chief executive since 1972.

About 65 percent of the company's turnover, or 485 million kronor, is generated from military production. Within a decade, that share is calculated to shrink to one-third, with the remainder made up by commercial aircraft and rocket engines and products outside the aerospace field, Mr. Johansson said.

Company Strategy The company strategy calls for a 20-percent growth in sales of commercial engines and a 3-percent turnover lift for non-aerospace products over the next 10 years. "In the early '70s over 90 percent of our sales were on the military side. We have succeeded in reducing this and taking up other products, having had an increase in volume over the last decade," Mr. Johansson said.

The cornerstone of Flyvmotor's military business by the beginning of the 1990s will be the JAS. Mr. Johansson said he envisions continued partnership with Garrett (based on derivative engines of the TFE-731 and TFE-1042 on the military side) and GE (for the CF6-32) on the commercial engine side.

An important spin-off from Flyvmotor's jet engine operation — in particular, the development of fuel systems — was the growth of the company's hydraulics division.

In 1965 he bought a patent when we were looking for a hydraulic pump-motor for the afterburner of the Viggen engine. We developed a series of products around it," Mr. Johansson said. Now more than 100 million kronor a year in turnover is generated from this product range, growing 20 to 25 percent a year.

Original Field

It is a far cry from Flyvmotor's original field of activity, jet engines for military purposes, set up in 1930 when the Swedish Air Force was created. Production is carried out at Flyvmotor's main factory in Trollhättan, and in West Berlin. All told, it produces about 25,000 hydraulic units yearly. Another non-military project that Flyvmotor pins its hopes on is the Ariane spacecraft, being produced as a joint European effort to put telecommunications satellites into orbit. In 1975, Flyvmotor was chosen to manufacture the combustion chambers for the first and second stages of the rocket engines. Prototype development was completed in 1979.

During the next 20 months, the value of orders in connection with the Ariane project is expected to grow steadily from the present 20 million kronor a year. By 1990, the

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AEROSPACE

Boeing Leaves U.S. Rivals Behind

By Douglas B. Feaver
Washington Post Service

WASHINGTON — Boeing pulled out all the public relations stops. It set up a closed-circuit television network with feeds from Atlanta to reporters in Washington, New York, Seattle, London and Paris.

Board Chairman T.A. Wilson sat at the press table in Washington, beaming. Delta Air Lines President David Garrett materialized on the screen to announce that he would buy 60 new Boeing 757 jetliners. That \$3-billion order last November was the largest in commercial aviation history and ended the debate about whether Boeing has serious airplane-building competition in the United States.

It does not. Boeing, an economic basket case a decade ago, has left McDonnell Douglas and Lockheed far behind. The significant competition is from Airbus Industrie, the European consortium that is busily selling A-300s and A-310s.

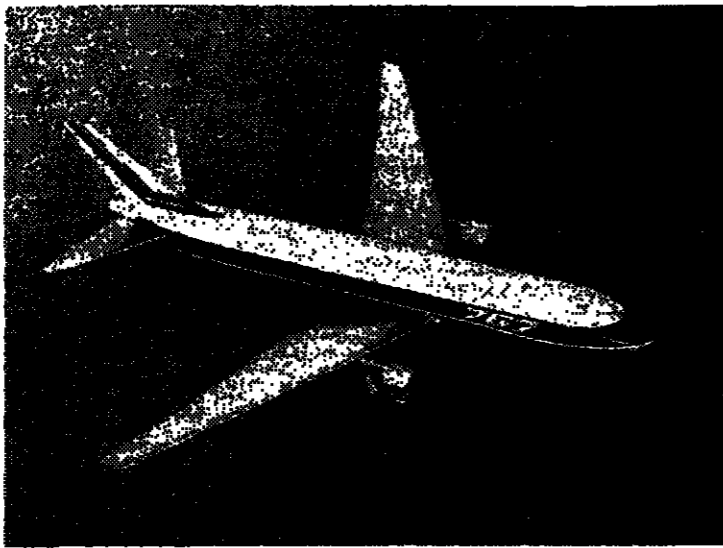
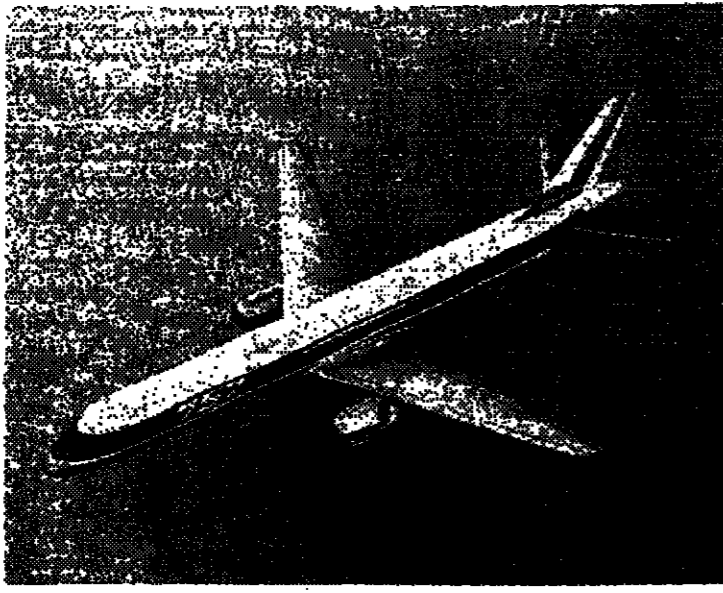
The Boeing name is associated with everything from support services for the space shuttle to hydrofoils for the Navy to the Cruise missile for the Air Force. But three-fourths of Boeing's revenue (which totaled \$9.4 billion in 1980) comes from selling airplanes, and Boeing has developed a remarkable technique for doing it: Offer the buyer everything he could want. If you have an airline, Boeing has your plane.

Family of Airplanes

"Boeing has proven the value of the family of airplanes very well, from the smallest to the largest," said John Brizendine, president of the Douglas Aircraft Co., the McDonnell Douglas subsidiary that builds DC-9s and DC-10s. Boeing's idea, he said, was "either well-conceived or damn lucky, one of the two ... I'll give them credit that it was well-conceived."

The Delta order of 757s was big enough itself to launch a new airplane. Shortly after Boeing got it, Douglas withdrew plans to build a similar-size jetliner, known on the drawing board as the DCXX. The order also meant that Boeing had won its huge gamble to develop with private capital two new airplanes, the 757 and the 767. It costs about \$2 billion to get just one new airplane off the ground, so the risk is substantial.

The potential payoff is too. In the next 10 years, the major airplane manufacturers generally agree, there should be a worldwide commercial jetliner market for about 5,000 airplanes that will sell for more than \$120 billion. That market is so large not only because of natural growth anticipated in airline travel, but also because the



airlines are desperate to find planes that use fuel efficiently.

The big four-engine jet transports that inaugurated jet travel for commercial passengers more than 20 years ago — the Boeing 707s and McDonnell-Douglas DC-8s — were built when jet fuel cost 12 cents a gallon. Now it is almost \$1. Fuel used to be 12 percent of airline operating costs; now it is more than 30 percent.

"Stretch" 737

To meet that need, Boeing has under construction in factories near Seattle the first production models of the 757 and the 767. It is also developing a plane that is at least half new, a "stretch" version of the 737. Boeing projects that these planes will use 35-percent to 40-percent less fuel per seat than their predecessors.

Despite the success, Boeing is facing difficult months. First, the new administration, although Republican and presumably pro-business, has placed some obstacles in Boeing's path. Secondly, the sales

of Boeing's longtime breadwinner, the ubiquitous 727, are slowing as orders come in for more efficient airplanes. Mr. Wilson, Boeing's chairman, testified in the House of Representatives recently that Boeing expects "negative cash flows" in excess of \$1 billion in 1981 and 1982 as suppliers are paid for their parts of new airplanes that will not be generating income for Boeing for two or three years.

The first problem that Boeing has had with the administration strikes at the heart of Boeing's ability, it claims, to compete with Airbus. The administration proposed cutting by \$752 million this year the Export-Import Bank's ability to assist potential foreign buyers of U.S. products. That cut was to be the first step in an effort "to reduce or eliminate federal subsidies to business," in President Reagan's words. No final action has been taken on the cuts.

Boeing expects that three-fifths of the new airplane market will come from non-U.S. airlines. Fur-

thermore, Mr. Wilson said in testimony before the House, \$3 billion of Boeing's export sales of \$5 billion in 1980 involved Ex-Im financing.

Backing for Airbus

Airbus, Mr. Wilson said, "is solidly backed by the governments of France, Germany and Great Britain. Because of the subsidy practices of these governments, Airbus is not faced with generating a profit to remain in business and there is no indication that it is profitable. Nevertheless, the A-300 and A-310 jet transports are very good airplanes and we are acutely aware of the financial resources and the political support provided Airbus to advance its competitive position."

The second problem from the Reagan administration came on the question of how many people it takes to fly an airplane safely. Boeing intends to offer the 757 and 767 with cockpits containing either two or three seats, depending on what the individual airline can work out with its pilots.

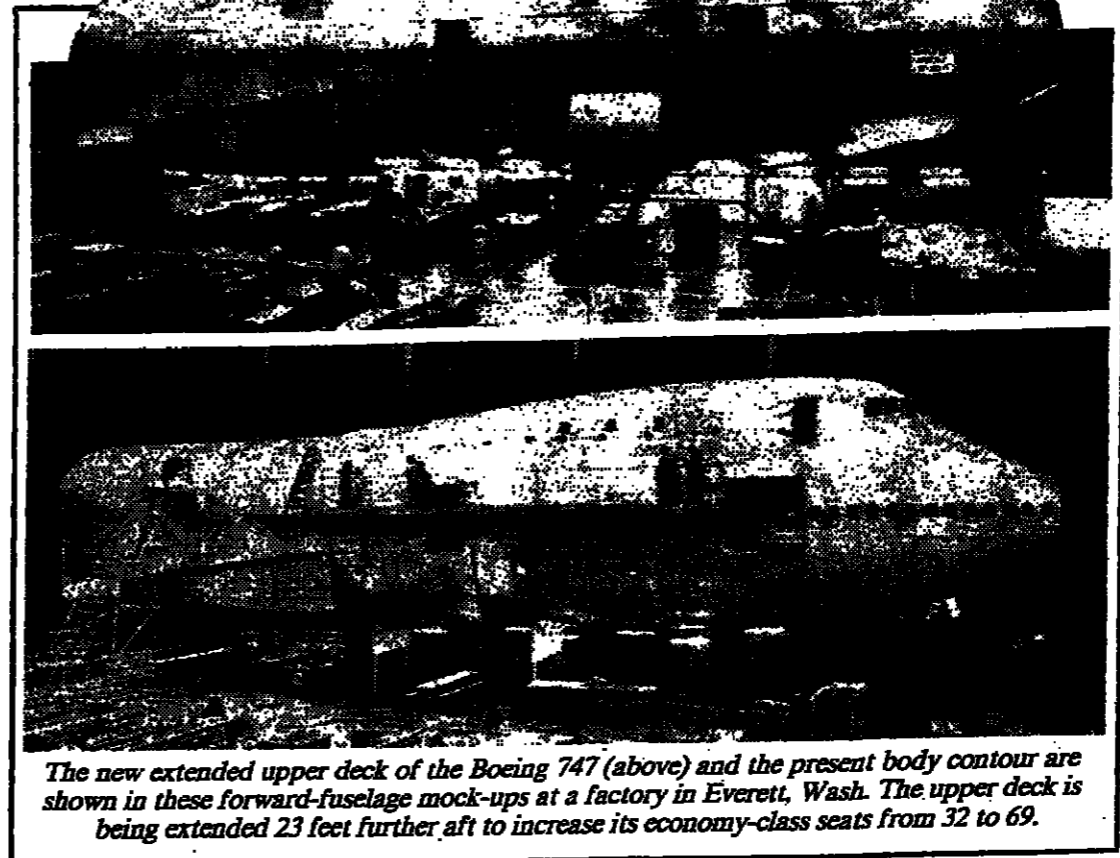
There is no safety issue, Boeing contends, and statistics comparing the accident rates of two- and three-member crew airplanes show no perceptible difference. Boeing's 737, the McDonnell Douglas DC-9 and the British Aerospace BAe-111 have been flown safely for years with two crew members.

Nonetheless, with the Air Line Pilots Association threatening a nationwide walkout in the early days of the new administration, Transportation Secretary Drew Lewis promised that a presidential task force would re-examine the issue. Boeing sent its heaviest hitters to testify in favor of two-pilot crews last month. The task force is expected to issue a recommendation later this year.

What Boeing clearly fears is that it could be locked out of a major share of the world market if the Federal Aviation Administration is forced, for labor relations rather than safety reasons, to declare that all airplanes must have three crew members.

While that issue simmers, Boeing continues pressing for another market advantage. The 757 and 767 will have essentially identical cockpits. Crew members will theoretically be able to fly either plane while training on just one.

That is just another point that Boeing salesmen can make when they sit down with an airline executive and propose to equip him with a fleet. They can offer:



The new extended upper deck of the Boeing 747 (above) and the present body contour are shown in these forward-fuselage mock-ups at a factory in Everett, Wash. The upper deck is being extended 23 feet further aft to increase its economy-class seats from 32 to 69.

Co., which builds the L-1011, enviously calls the 727 "one of the few money trees that ever was produced in commercial aviation."

The 737, a twin-engine jet, which has about 100 seats and the same range as the 727. In March, Boeing committed itself to building a "stretch" 737 that will seat about 130 people. The first deliveries will come late in 1984. More than 700 earlier 737s have been delivered. Another 200 are on order.

The 747, the four-engine jumbo jet that comes in seven versions, from the 331-seat SP to the standard large model with 452 seats. The jumbo's range varies from 4,600 miles to 6,400. More than 500 have been sold, and another 70 are on order.

The 757, one of the two new Boeing planes, which will have a narrow body the same width as the 727's and slightly more range. It will carry about 175 passengers. Boeing regards the twin-engine 757 as the logical successor to the 727 and has taken 129 orders, with the first delivery scheduled in January, 1983.

The 767, the other new plane, a twin-engine wide body with about 210 seats and a range of 2,900 miles. There are 170 orders for this plane with the first delivery

scheduled in August, 1982. The chief competitor is the Airbus A-310:

The 707, Boeing's first commercial jetliner, which is still being manufactured but only as a platform for the Air Force's Airborne Warning and Control System (AWACS).

Boeing, under the direction of Mr. Wilson, reached its position of dominance by making one of the great economic recoveries. In the early 1970s, the 747 was not selling quickly enough and had cost an enormous amount of money to develop. Congress had decided there would be no U.S. supersonic transport, and Boeing left that field to the Concorde. (That loss, in retrospect, may have been a break, because more resources were not chewed up developing an aircraft that had a low payload and a huge fuel bill.)

"More Productive"

"We had too many people around here," said Peter Bush, director of corporate public relations for Boeing. "We had added people to solve problems but they were diluting management and the skilled work force. We wound up being overpopulated."

Boeing employment in the Seattle area dropped precipitously

from 101,000 to 35,000 and Seattle's economy was devastated. Now Boeing is back to about 85,000. "The biggest thing now," Mr. Bush said, "is that we're immensely more productive than we were. Fewer people do more ... and we invested a lot of dough in tools."

The higher productivity of Boeing's tooling is obvious even to a layman taking consecutive tours of the Douglas, Lockheed and Boeing assembly lines. A giant new gadget on the 767 line automatically locates, drills and countersinks the holes, then places and finishes 85 percent to 90 percent of the hundreds of rivets on a wing. Older tooling required hand placement of almost one-third of the rivets. Productivity gains were aided with the sudden popularity of the 727, the "money tree." Growing foreign sales filled positions in the assembly line and began to generate the cash that brought Boeing back.

Perhaps the biggest factor was the quality of Boeing's top engineering and management people, a tribute to the personnel selection skill of Mr. Wilson. A federal official with wide experience in dealing with the major airline manufacturers put it this way: "At Boeing," he said, "you get layer after layer after layer of class acts."

Mideast: Racing to Buy More Weapons

By Robert Bailey

THERE ARE well over 3,000 combat aircraft in service with Middle East air forces, and throughout the region the trend is to develop further the capabilities of the armed forces. It is an arms race that has continued almost unabated for 30 years.

The Middle East is the world's biggest importer of military hardware. In each decade since the end of World War II, there has been a major war between Israel and its Arab neighbors. The volatility has been increased by a number of other conflicts in the region, the latest between Iran and Iraq.

In this troubled atmosphere it is not surprising that the market for military aircraft and missiles has increased, now that the demand is for the latest and most sophisticated equipment. During the 1960s, Egypt, Israel and Syria set the pace for procurement. In the 1970s, Iran under the shah began a phenomenal arms buildup. The last few years have seen the Gulf states, particularly Saudi Arabia, making available increasing amounts of money for the purchase of aircraft and other equipment.

Saudi Arabia is now the leading spender. In May, it announced a record military and internal security budget appropriation of \$2.5 billion rival (about \$24.2 billion) for 1981-1982. The air force, under the Peace Sun project — assuming U.S. congressional approval — is to get 62 McDonnell Douglas F-15 fighters, with conformal fuel tanks to increase their range, and improved armaments including AIM-9L air-to-air missiles.

Formidable though the aircraft are, Saudi ministers say they will not be adequate for the kingdom's military needs, implying that more planes will be bought. The present strength of the air force is built around 30 aging British-supplied Lightnings and about 100 Northrop F-5 fighters.

Combat Aircraft

As far as combat aircraft are concerned, the big question is: whether Saudi Arabia will shop in the United States or Europe. The main barriers to the United States doing business at the moment are its own domestic lobbies. In the international market, particularly in the Middle East, the principal competition in recent years has come from France, although some believe that newly elected President Francois Mitterrand will be a less enthusiastic supporter of arms salesmen than his predecessor, Valery Giscard d'Estaing.

France has sold Crotale and Shahine mobile surface-to-air missile systems, manufactured by Thomson-CSF and Engins Matra, to Saudi Arabia in the last two years, and, reportedly, at the end of 1980, 40 Mirage F-1 fighters. Most areas of the Middle East have provided lucrative markets for France's aerospace manufacturers. Libya has bought 116 Mirage 3s and 5s and has 32 Mirage F-1s on order.

Ironically, it was Israel that provided the takeoff in the region for the Mirage's producer, Avions Marcel Dassault-Breguet. Indeed, the Mirage fighters, which played such a decisive role in the 1967 war, later became the base model for Israel Aircraft Industries' own Kfir fighter.

Today more than 350 Mirage fighters are in service, or on order, for nine Arab air forces. A mixture of technical ability, professionalism and political neutrality has given Dassault and other French companies a rich harvest of orders. Had it not been for the demise of the Arab Organization for Industrialization, which was set up by Saudi Arabia, Egypt, Qatar and

(Continued on Page 14S)

ARAB LINES U.S., Europe Vie to Sell Replacements for Fleets

LONDON — The battle to supply fleet replacements for Arab airlines in the last 12 months has shown that the Middle East is a major market for the world's aircraft manufacturers. It is no less important for the suppliers of the infrastructure needed to support an expansion of air travel in the region.

The International Civil Aviation Organization (ICAO) has estimated that the potential value of aircraft and civil aviation equipment to be sold in the Middle East between 1979 and 1988 is \$9.3 billion.

In the last year, the region has seen aggressive campaigns by Europe's Airbus Industrie and Boeing of the United States to win the market for new-generation, medium-range aircraft. The latter are needed to replace familiar although increasingly uneconomic planes such as the 707. The new-generation contenders are principally Boeing's 767 and the Airbus A-310, both wide-bodied.

The market is big enough to warrant a fight. Boeing's Middle East sales director, Duane Long, has said that there could be a need for 75 to 100 of these aircraft in the next 10 years. Airbus executives put the potential demand even higher — 120 to 150 planes worth a possible \$6 billion.

Challenge to Boeing

Airbus Industrie is a consortium linking a number of West European aerospace companies, mainly Messerschmitt-Boelkow-Blohm of West Germany and British Aerospace. The group's success has taken many by surprise, including some of its members. Success has meant that for the first time a non-U.S. manufacturer has seriously challenged the United States in the big-jet market.

Airbus, rather than McDonnell Douglas or Lockheed, is now Boeing's top competitor. Boeing, which sells 60 percent of its aircraft outside the United States, has so far had a rough ride in its 767 campaign in the Middle East. Airbus has, to date, swept the market with its A-310, with orders from Middle East Airlines and Kuwait Airlines. Saudi Arabia's national airline, Saudia, crowned a good year for Airbus in the region in December by announcing it would buy the improved A-300 B-600. Apart from an order for four 767s from Israel's El Al, Boeing has yet to sell its new plane elsewhere in the region.

Boeing's chief executive and chairman, Thornton Wilson, recognizes that winning a reasonable share of first orders in the competition with Airbus is essential for the company, declaring: "Winning the initial sale provides entry to follow-on business, but losing the order means that the entire market for spares and follow-on equipment is eliminated for 15 to 20 years."

One of the main elements in the Airbus success has been its flexibility in the financing of sales.

MEA's initial order is to be financed by France's Compagnie Francaise d'Assurance pour le Commerce Extérieur (Coface). West Germany's export credit guarantee organization, Hermes, and the British Export Credits Guarantee Department. Credit guarantees can be an important factor in choosing between technically not-dissimilar aircraft. Boeing is particularly concerned that major cuts in the loan authority of the Export-Import Bank could undermine the corporation's ability to compete on sales financing.

Stance on Middle East

It was widely believed, however, that Kuwait's decision to choose the A-310 was influenced by France's attitude toward the Middle East problem and the Palestinian issue. Others have suggested that the initial deal for six aircraft was linked to a wider bilateral economic package between France and Kuwait.

Perhaps a more significant indication of the Airbus challenge was Saudia's confirmation at the end of 1980 that it would buy 11 improved A-300s — virtually the airline's first aircraft purchase outside the United States. It is thought that the order could eventually be increased to 20. Of the major Arab airlines, only Gulf Air, the region's second-largest, has yet to reveal its choice of new-medium-range aircraft.

Boeing still dominates the long-range wide-bodied market and has been encouraged by the recent decision by the U.S. State Department to allow the sale of three 727s and two 747-200s, worth a total of \$184 million, to Iraqi Airways. A State Department spokesman commented that the deal was approved for "sound business reasons." But even the 747 may find an Airbus competitor in a four-engine stretch derivative of the A-300. A prototype under consideration is designated the TA-11. A new single-aisle jet is also being considered.

The acquisition of advanced passenger aircraft by Arab airlines is matched by huge investments in airport infrastructure. The new King Abdulaziz International Airport at Jidda, dedicated by King Khalid in April, has so far cost an estimated \$5 billion. Built on an area of about 40 square miles, it is as big as New York's John F. Kennedy and La Guardia airports, Chicago's O'Hare and the Los Angeles airport combined. It is one of three new airports being built or planned by International Airports Projects, an arm of the Saudi Arabian Ministry of Defense and Aviation.

A second airport, now half completed, will serve the capital, Riyadh. The third will serve the oil-producing eastern province and be located near Dhahran on the Gulf. Observers consider that, outside of Saudi Arabia, few spectacular investments are likely. Jordan is building the Queen Alia, a new airport, to serve Amman. The United Arab Emirates is considering yet

another airport at Al Ain. In the Gulf, whatever the long-term economic considerations, local rivalry is often the deciding element. One of the main reasons for building the new Jidda airport was to allow Saudi Arabia to carry out its role as host to hundreds of thousands of pilgrims each year. When finished, the airport's Haj terminal will be covered by the world's largest fabric roof — 510,000 square meters of glass-fiber material coated with Teflon.

Civil aviation is increasingly reliant on modern technology. Where it is affordable, Arab countries are keen to absorb it. Ten Arab airlines, including Saudia, Kuwait Airlines and Alia, the Royal Jordanian Airline, are to take part in the planned \$30-million to \$40-million Bahrain-based central computerized reservation system.

The lion's share of traffic to and from the Gulf area is carried by Saudia, the fastest-growing airline in the world. Starting with a DC-3 in the late 1940s, Saudia now operates 13 Lockheed L-1011 Tristars, three 747s, nine 707s, twenty 737s and other aircraft. Recent acquisitions and orders indicate that its routes will be expanded.

Outside of their own countries, Arab carriers are seeking new destinations in the Far East and United States. Five — Alia, Gulf Air, Kuwait Airlines, MEA and Saudia — have already agreed to operate a combined route between the Middle East and North America.

— ROBERT BAILEY

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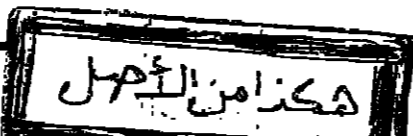
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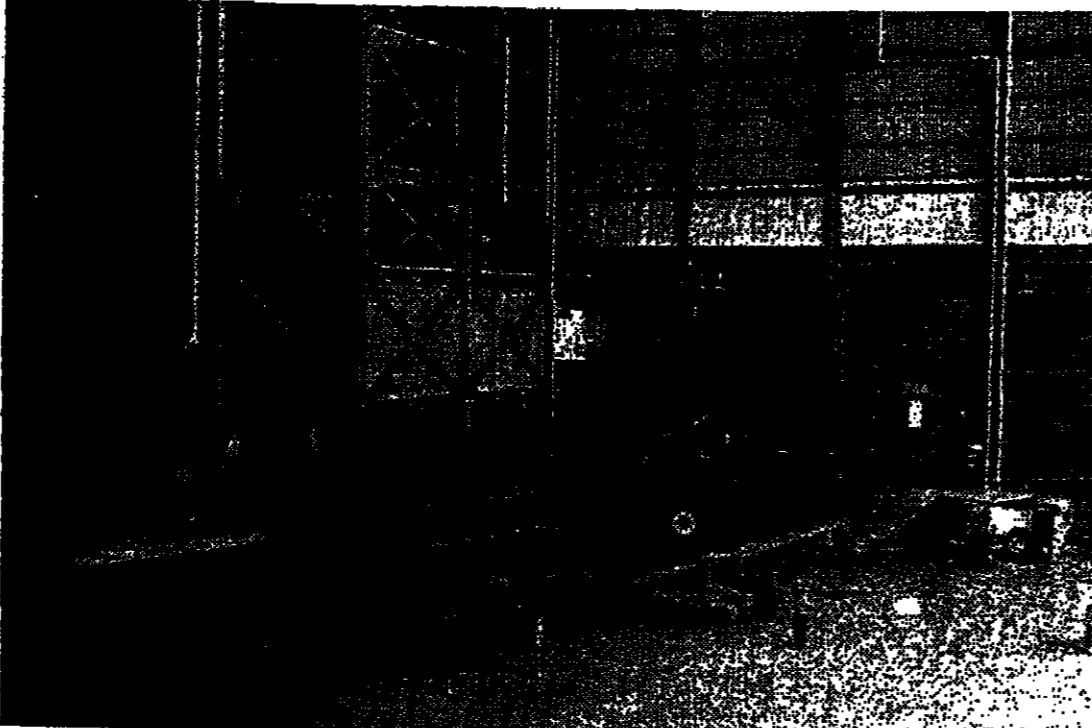
AEROSPACE

Greece Builds Major Maintenance Industry

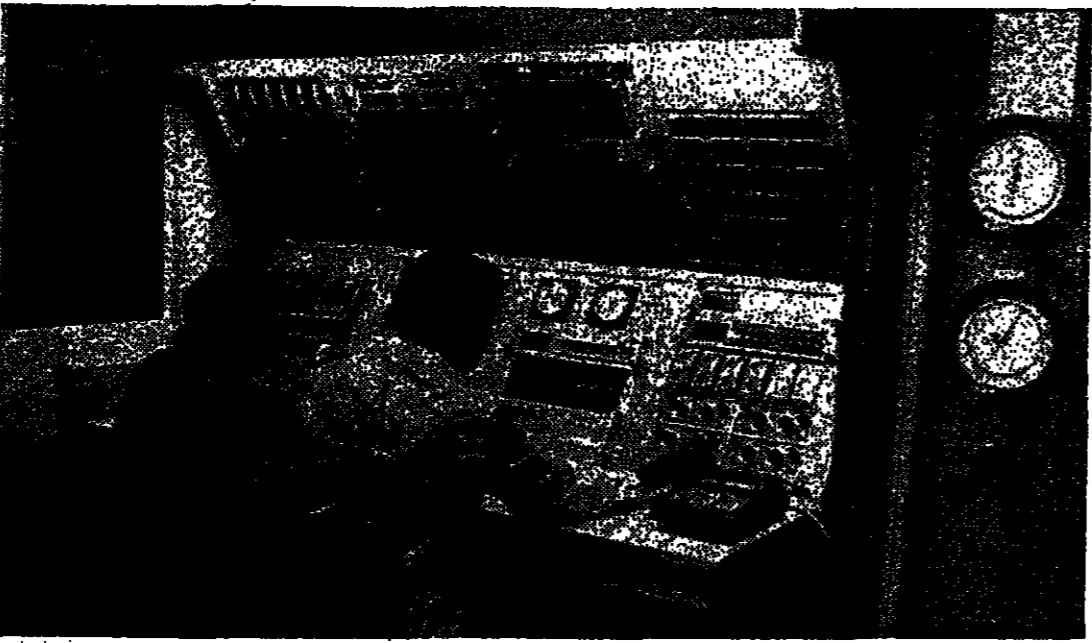
By Gerard Castoriades

ATHENS — When Turkey invaded northern Cyprus in 1974, the Greek military forces were caught totally unprepared. The Hellenic Air Force was virtually crippled by a lack of spare parts, aircraft maintenance and armament systems, and by its dependence on U.S. goods for engine overhauls and supplies. Never again, the Greeks decided.

In 1975, the government in Athens decided to start an aircraft maintenance industry from scratch. Hellenic Aerospace Industry (HAI) was created and allocated \$320 million by the state (87 percent) and ETEA, Greece's industrial development bank. The intent was self-sufficiency in maintenance for the air force and Olympic Airways, the national airline. In the process, and together with a



Hellenic Aerospace Industry's High Bay Hangar (above) has a clear-height of 22 meters and an area of 9,000 square meters. It accommodates any wide-body aircraft. Below, the control room of the Jet Engine Test Cell, by Hellenic.



Greece insists that, when it replaces its Phantoms and Corsairs, it will purchase aircraft only from companies prepared to have many components made in Greece.

A group of aerospace companies from the United States, Greece managed to set up the largest civilian and military aircraft maintenance and spares depot in the eastern Mediterranean.

HAI is located at Tanagra, Greece's main air force base. Construction of the 457-acre facility was supervised by the Austin Co., a U.S. firm, while Lockheed Aircraft International was contracted to provide technical assistance and quality control. Lockheed also assumes the operating management.

In the first phase, the Greek company set up a plant for engine, cell and electronics maintenance for the nation's F-104 Starfighters, F-4E Phantoms, Mirage E-1Cs, A-7H Corsairs and C-130s.

In the second phase, four depots organized as independent industrial units were built.

The Aircraft Depot can handle full overhauls, major modifications and repairs of high-performance

military aircraft, helicopters and commercial aircraft structures and systems. It can deal with 24 types of military and commercial aircraft. Lockheed Aircraft Service Co., another subsidiary of Lockheed Aircraft Corp., is providing technology and supervision.

The Engine Depot consists of a 14,000-square-meter engine-

overhaul building, and test cells; it can process 20 types of engines. It has a test area for turbojets, turbofans and thrust calibration systems, with technology provided by General Electric, and can test engines with thrusts up to 30,000 pounds.

A 12,000-square-meter Electronics Depot, provided by Westing-

house, can handle calibration and testing of airborne and ground equipment. HAI also has an Accessories Depot consisting of workshops for processing aircraft parts and sheet metal fabrication.

In 1980, a year after construction was completed, HAI felt that it could enter international competition for maintenance contracts.

Last summer, it appeared at the Farnborough show and this year it is taking part in the Paris show at Le Bourget.

Contract With U.S.

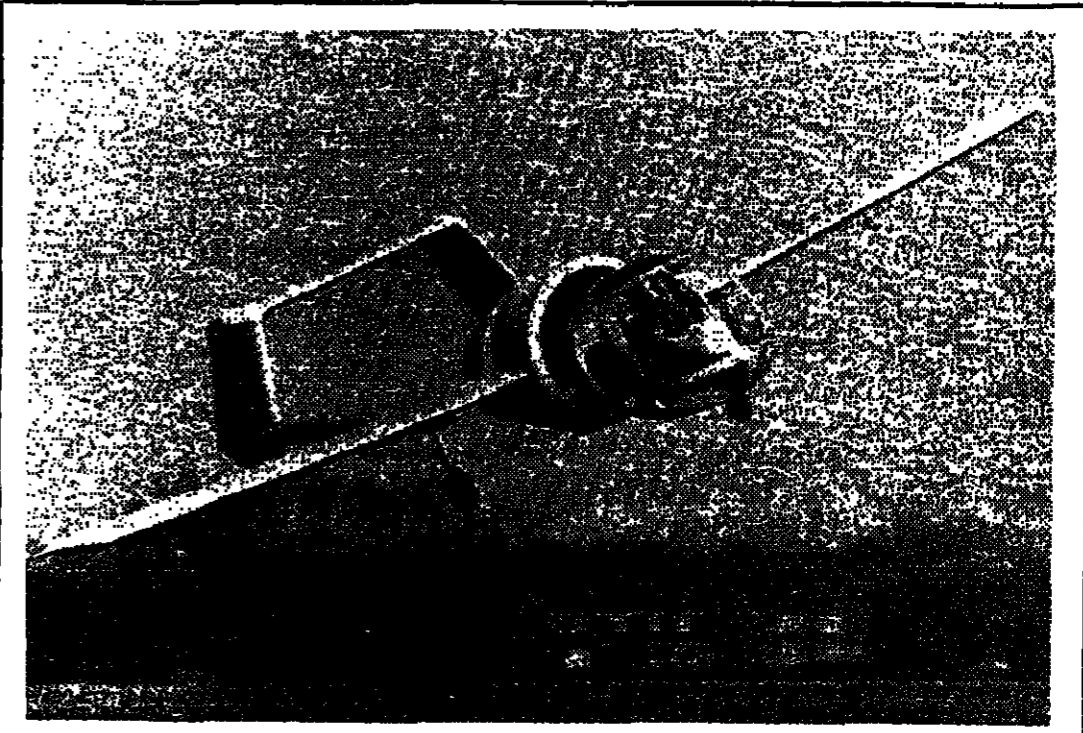
HAI has signed \$34 million worth of contracts this year. After Greece's air force, the main client is the U.S. Air Force. HAI has concluded an \$18-million deal to overhaul the Air Force's J-79 engines (which equip U.S. aircraft based in the eastern Mediterranean). Part of this success is HAI's location — previously, the engines had to be taken as far as Britain and Belgium. The U.S. Sidewinder air-to-air missiles are also serviced at HAI's missile maintenance center, and the company has confirmed that it will take part in the Patriot missile program. The Patriot is an aircraft-fired missile designed to complete the Sidewinder armament system, and will equip NATO air forces in the second half of this decade.

The Greek company has signed contracts with Avions Marcel Dassault-Breguet to manufacture parts of the Mirage F-1C fighter, and with Aeritalia to produce parts for the G-222 twin-engine military transport. Beginning in 1982, it will manufacture the door frames for the A-300 under an agreement reached earlier this year with Airbus Industrie.

HAI is reportedly negotiating with an Arab country to overhaul both Western- and Soviet-made aircraft engines. Although the company will not disclose the name of the country, it is believed to be Iraq.

The company expects more engine overhaul contracts from Middle Eastern air forces. Its information officer, Spiros Karayannis, said, "When it comes to maintenance in the Middle East, we are in competition with everybody else in the aerospace business. However, we are a lot nearer to the Middle East than others. We can produce more competitive prices because we can cut transport prices." HAI has already trained air force maintenance technicians from Dubai and Lebanon.

HAI hopes to do more manufacturing when Greece decides which aircraft will replace the Hellenic Air Force's Phantoms and Corsairs and some of Olympic Airways' short- and medium-range planes. Greece insists that it will purchase aircraft only from those companies prepared to have as many components manufactured in Greece by HAI "as technically possible."



ONE MAN'S DREAM

When schoolteacher John Edgley finally yielded to his desire to build aircraft, he set up operations in his home in Islington in north London. Taking his inspiration from the darting dragonfly, he created this observation craft — from design to flight-tested prototype — in three years, moving his family next door when actual construction started. The craft, designated the Optica, is powered by a 180-horsepower Lycoming engine that drives a ducted fan. It cruises at 57 mph and can keep this up for 13 hours. Mr. Edgley, who has invested more than \$200,000 in the project so far, has brought his brainchild to the Paris Air Show in search of potential investors. The estimated price tag of a production model: \$120,000.

U.S. Shift Brings Price Cuts

(Continued from Page 95)
domestically. "Of course, it's just up our street."

On deregulation going to Europe, Mr. Lampi feels that it will not happen without battles. "Air routes are jealously guarded," he said, and more than a certain number of flights and routes will not be permitted.

Mr. Khan said that in Europe it was far more of a political question, as all operations are controlled by the International Air Transport Association within a tight cartel. He is against the nationally owned airlines, which, he feels, are often inefficient due to the lack of competition and the promise of government subsidies. As air travelers in the United States know, one immediate effect

of deregulation has been a bewildering array of apex, superapex, supereconomy, fares effective on certain days, certain flights, with different restrictions, advance bookings and the airlines fiercely competing with different attractions.

Upper Class Flights

Air Florida has a super first-class fare called "upper class" on flights between Miami and London. Passengers can sink into leather upholstery, savor fine wines and enjoy a chauffeur-driven Rolls-Royce drive from Gatwick Airport into London. Robert C. Booth, senior vice-president for marketing at Air Florida, says, "Only mail should go first class; people should go upper class."

New York Air offered a bottle of champagne to each adult flying its Boston-Washington route. Panam has what they call the lowest-priced ticket of any airline from the United States to Australia: the "terrific Pacific" fare.

All airlines expect to see the disappearance of the Civil Aeronautics Board. Carman Cappadona of CAB said in New York recently that "an early demise of CAB was foreseen." The White House has proposed October, 1982, as date of demise.

Mr. Cappadona said that the official line out of Washington was that deregulation was working, although he added that many larger carriers did not like it. He added mischievously: "Let's see how they manage when we're gone."

Beech just turned a plentiful resource into a practical fuel source.



Methane. The answer is all around us.

It's here. The answer to the fuel shortages of today and the promise of energy for the future, is plentiful methane.

Today methane is all around us in the form of natural gas. It's one of our most abundant natural resources. And unlike gasoline, this fuel has a future.

We'll never run out of methane. In fact, we can produce a never-ending supply of it from such unlikely (but plentiful) sources as garbage and manure.

But plentiful as methane is, it is of little value as a fuel until we found a way to contain it. Safely, practically and economically. That is where Beechcraft came in.

Beech developed the technology to harness LMG.

For nearly half a century Beech Aircraft has been solving man's transportation problems in the air and in outer space. Now we've applied that experience to more down-to-earth problems.

Using technology we pioneered for the U.S. space program, Beech turned plentiful methane into a practical fuel. All it took was the application of cryogenics—the science of extremely low temperatures.

When methane is liquified, it can be stored safely and practically. But that requires temperatures less than -162°C. That was no problem for Beech. We had already developed tanks to hold that temperature all the way to the moon and back.

Soon the world's fleets will turn a better profit.

Now that the technology exists to turn methane into a practical fuel, it won't be long until the world will run more efficiently.

The first to enjoy this new driving force will be the fleet customers. Their reward will be a cleaner burning fuel at about half the cost of gasoline.

And to make this even more attractive to them, many governments are offering special incentives for methane conversions.

At long last, we're on the road to a practical new fuel source. And Beech is proud to be a part of it.

Together we have a new driving force.

We now have a new driving force. More than that, we have the technology to harness this force and make very practical use of it.

Beech engineers stand ready to work with you on all aspects of the Liquefied Methane Gas (LMG) systems, from finding a source of methane to training your maintenance personnel to make the very simple conversion.

With your help and Beech technology, we can all look forward to plentiful, practical fuel for the future.

For more information, write to Mr. Michael Neuburger, Alternative Energy Division, Beech Aircraft Corporation, Dept. L1, Wichita, Kansas 67201.



A new driving force.

AEROSPACE

British Aerospace, Rolls-Royce Pitched Against World's Best

LONDON — Crucial decisions in the next few years will largely determine whether Britain's aerospace industry, which is dominated by two companies, is capable of surviving in its present shape into the next century.

Few international industries are as competitive as aerospace, and none is characterized by as long a project development and production cycle, which can extend up to 20 years.

For both undertakings — British Aerospace in airframes and Rolls-Royce in engines — the question is whether they have the resources, technology and marketing ability to survive against the U.S. giants.

The group has only tiny borrowings, and its military products, such as the Tornado, are nearing peak production and profitability.

But because military developments and production are largely financed by progress payments from customers such as the Ministry of Defense, the burden of this funding problem will be felt in the company's civil aviation division.

To some extent, the taxpayers' burden has

been lifted by the Thatcher government's decision in February to sell off half of British Aerospace shares to private investors.

However, there is a limit to the extent of new capital that these new shareholders can be expected to supply, so the government will likely be called upon to support its newly denationalized corporation on a larger scale than its 50-percent shareholding would suggest.

In civil aviation developments, British Aerospace is committed to spending about £600 million (a little over \$1.20 billion) on the new four-engine feeder aircraft, the 146, and through continued support of its 20-percent shareholding in the Airbus Industrie consortium.

High Hopes

The group has only tiny borrowings, and its military products, such as the Tornado, are nearing peak production and profitability.

So far British Aerospace has only one firm order for the 146, and in spite of the projected requirement of 1,200 aircraft in this area over the next 14 years, it looks as though the company will have to decide soon whether to actually begin production.

British Aerospace is also committed to the development program at Airbus Industrie, whose other partners are Aerospaciale of France with 37.9 percent, Deutsche Airbus with 37.9 percent and CASA of Spain with 4.2 percent.

The Airbus 310, which is a 200-seater intended to compete with Boeing's new 757 and

selling 360 aircraft at a present cost of £1.8 billion.

The 146 will come in two varieties — a model seating 70 to 90 passengers and one holding 85 to 109.

British Aerospace has canvassed more than 230 airlines throughout the world in a bid to sell the 146. The focus of the marketing campaign has been that the new aircraft is well ahead of its competitors in terms of quietness, fuel economy and performance.

The 146 is aimed largely at domestic airlines linking up with major international airports, and at commuter carriers.

British Aerospace has a 65-percent stake in the project, the remaining interests being owned by Avco Aerostructures of the United States with 27 percent, supplying the wings and engines, and Saab-Scania of Sweden with 8 percent, producing the tailplane and most moving surfaces.

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The Airbus 310, which is a 200-seater intended to compete with Boeing's new 757 and

for which British Aerospace builds the wings, will eat up £200 million to £250 million by the end of 1984.

In the case of the Airbus project, this could prove a crucial gap: In the next few months the Airbus Industrie partners must decide whether to expand to include development of a 150-seater jet such as those being undertaken by competitors such as Boeing and McDonnell Douglas.

Airbus Industrie President Bernard Lathiere said Thursday that the European aircraft consortium was ready to start building the A-320 shorter version of the wide-bodied carrier and was looking for customers to help launch its production.

The consortium partners are aware that a gap exists in the market for this size of aircraft, especially as new noise regulations later this decade are expected to speed the demise of the DC-9s and Boeing 727s.

McDonnell Douglas has announced that it plans to link up with the Netherlands' Fokker to develop what has become known as the MD-100, a project combining the concept of McDonnell Douglas's DC-11 and Fokker's F-29.

Boeing is already working on a similar new

aircraft. So the Airbus Industrie partners must decide in the next few months on whether to proceed with full-scale development of the A-320.

But development of the A-320 could involve spending a further £700 million, and British Aerospace is known to be anxious to increase its interest above the existing 20 percent on the A-300 and A-310.

It seems likely, therefore, that if, as expected, British Aerospace plumps for the A-320 project along with its Airbus partners, the British government will be asked to help out in no small way.

Rolls-Royce has yet to break into the European consortium by selling its engines for either existing Airbus jet. Meanwhile, it is locked in a three-way struggle with Pratt & Whitney and General Electric for a chunk of the airplane engine industry.

So far, Pratt & Whitney, part of the United Technologies conglomerate, is winning hands down, having clinched vital new orders worth billions of dollars to power Boeing 757s on order from key airlines such as American and Delta.

Rolls insists that its engines are better than Pratt's and has accused the U.S. company of handing out millions in subsidies to airlines to

win contracts. Rolls recently gave a seminar for 27 senior engineers from the world's leading airlines in a fresh attempt to steal a march on its U.S. rivals in the battle for orders.

The company argues that its RB 211-535E is more fuel-efficient and provides better thrust. This has been accepted by major carriers such as British Airways and Eastern Airlines, both of which have ordered the engine for their 757 fleets.

Rolls-Royce also wants to put its engines on the Airbus family of aircraft, and is thought to be anxious to sell its first RB-500 product for the proposed A-320.

The RB-500 is a joint venture with Japan at an estimated cost of £500 million — half assumed by Rolls, which lost £27 million last year.

One bright spot for the company is that the government — which underwrites its debts — recently agreed to increase its borrowing powers from £750 million to £2 billion over the next five years.

But the government's commitment to Rolls will be further tested if the engine builder returns to Parliament in the next few months, as seems likely, for new funds to help finance such developments as the RB-500.

MICHAEL SMITH

PASSENGERS

Up Front ...

By Hebe Dorsey

PARIS — Jet-setters often travel in their own jets. A Greek tycoon not only has his own jet but two helicopters as well — one for himself and guests, the other for luggage.

The last of the big spenders and a perfect host, he serves caviar and pink champagne in crystal flutes as soon as you board — never touches the stuff himself. He also has a television set with cassettes that range from ballet to thriller movies. He has worries, too — and worry beads, black pearls that match his cufflinks.

Not everybody travels with such class, but jet-setters, whose life is a constant round of chic resorts with New York, Paris and London in between, all have ways to make their lives more comfortable.

Cousins Christina Brandolini, a fashion plate in a Dresden porcelain doll style, says that she has no rules when it comes to traveling clothes.

She likes traveling by train best "because you can read and think. I find planes dreadful. They're constantly interrupting to give you cocktails or tell you some sight you don't want to see is on the right or the left of the plane."

With houses in California, Palm Beach, New York, London and Paris, not to mention Saint Moritz, Cappy Badrutt Hurd is always on the go.

Socialite Nan Kemper is "crazy about traveling and always ready to go. I have that marvelous kit from Porthault with all the duplicates of my medicine and cosmetics.

What the Chicago Convention did, however, Mr. Brindley said, "was to provide a forum for discussion and therefore keep the industry flying in the face of these problems and others that have arisen in ensuing decades, like escalation of oil prices, the advent of leisure travel and terrorism."

In the late 1970s, responding to the criticism over fare regulation and to rapidly growing leisure travel, IATA restructured itself into two operations: Tariff Coordination (members are no longer required to participate in tariff conferences) and what IATA calls "the system," the basic day-to-day operation of an integrated air transport network.

Concerns U.S. authorization of the supply to Saudi Arabia of either Boeing's E-3A airborne warning and control system aircraft — AWACS — or the Grumman E-2C Hawkeye airborne early warning aircraft.

Both Saudi and U.S. officials insist that the sale of either system is linked to the supply of 62 F-15s and seven KC-135 tanker planes.

There is no doubt that the acquisition of technology is recognized by Arab air forces as the essential factor in maintaining their armed forces.

While four U.S.-manned E-3As have been stationed at Riyadh airport, at Saudi Arabia's request, since the beginning of the Iran-Iraq war, there seems no immediate likelihood of any Arab air force getting operational control

of early warning aircraft. Apart from U.S. political opposition on behalf of Israel, there are doubts that the Saudis could provide the necessary communications skills and other support to handle AWACS.

British Version If the Saudis are prepared to wait, there is a possible alternative in the British version of the AWACS aircraft being developed from the Nimrod maritime surveillance plane.

The outcome of present negotiations to sell aircraft and services in the area is likely to be highly important to the fortunes of British Aerospace in the next few months.

Kuwait has purchased Soviet surface-to-air and surface-to-surface missiles. The Soviet Union is the main supplier of Libya, Syria, Algeria and Southern Yemen, and until recently, Egypt and Iraq.

...Economy Class

By Maureen Sherwood

Maureen Sherwood, a British journalist based in New York, recently made a transatlantic round trip — one of thousands of Americans and Europeans who will be flying the world's most traveled air route this spring and summer.

BRITISH Airways Flight 176 rolled down the runway right on schedule. The London-bound 747 heaved itself off the runway at Kennedy Airport loaded like a Perigord goose.

The sun was setting as passengers in economy class looked around — in vain — for their pre-dinner drinks. It was almost dark by the time they were brought.

When the headphones were finally handed out — some passengers were disappointed not to have had stereo sounds at takeoff — everyone eagerly plugged into his preferred channel.

In the interval between dinner and the movie, several passengers began to feel restless — there was so little room to spread out.

Perhaps the answer is to fly midweek and preferably on the 13th of the month. A flight two weeks later in delightful contrast to Flight 176.

We boarded Pan American Flight 101 on time in London. It was due to leave for Kennedy at 11 a.m.

We spread out, taking as many seats each as we could. We were allowed to wander into the immediately adjacent departure lounge but no further.

After takeoff — as predicted, four hours late exactly — the stewardess marveled at the passengers' patience.

At the time of writing, first class air travel across the Atlantic cost \$1,430 one way, business class \$695, economy \$552, and standby \$239.



Waiting Flying often means waiting. How you wait depends on how you fly. Above, socialite Cappy Badrutt Hand, surrounded by her Vuitton bags, waits for a flight call. At right, passengers at London's Gatwick Airport relax while waiting for standby flights across the Atlantic.



British Regulations

(Continued from Page 95) line carried 10 percent more passengers, took delivery of new aircraft and opened four new major international routes.

Figures are never easy to obtain from Laker Airways, although the carrier's chairman, Sir Freddie Laker, says that he made record profits last year.

The battle for licenses is likely to occupy a great deal of the airlines' attention in 1981.

Sir Freddie is anxious to launch his Skytrain into the European network and also wants to introduce the Globetrain service, with London-Los Angeles linking up with London-Hong Kong-Australia.

There are no doubt that the acquisition of technology is recognized by Arab air forces as the essential factor in maintaining their armed forces.

While four U.S.-manned E-3As have been stationed at Riyadh airport, at Saudi Arabia's request, since the beginning of the Iran-Iraq war, there seems no immediate likelihood of any Arab air force getting operational control

possibly historic because, if Sir Freddie wins, deregulation will effectively have reached one of the last bastions of protectionism.

Another irony of the airline industry is that Prime Minister Margaret Thatcher's government is a fervent supporter of free competition and in particular of cheaper air fares.

Passenger growth this year will be only modest and in no way compensates for the rise in overhead costs, notably fuel.

Most airline experts agree that 1980 was the worst year in civil aviation. For the British contingent, 1981 will scarcely be any better, and in true, deregulated style, only the fittest may survive the stiff tests ahead.

British Aerospace hopes negotiations will be concluded soon for a further extension to the memorandum of understanding between Britain and Saudi Arabia that governs the deal.

Kuwait has purchased Soviet surface-to-air and surface-to-surface missiles. The Soviet Union is the main supplier of Libya, Syria, Algeria and Southern Yemen, and until recently, Egypt and Iraq.

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Checking in: After the wait, there sometimes are mob scenes when check-in time is announced.

Ron Birtcher, a businessman originally from the East End of London who sells Rolls Royces in Phoenix where he now lives, was traveling economy for the first time.

Joan and Pat Frese of Baltimore had a real problem with flying. Joan has claustrophobia and cannot sit on a plane with a seat directly in front of her.

Denis Zabel of Iowa looked smart in his naval uniform. He seemed puzzled when he was asked if he found second class comfortable.

Don Keel, dressed in different shades of denim, was on his way home to Chicago. He found this flight exceptionally comfortable for economy class.

John Rosen, another businessman, thought that the whole "ambassador," "clipper," "business" class idea was a bit of a rip-off.

A journalist on his way back to New York was regretful that he had not been able to fly Laker.

At the time of writing, first class air travel across the Atlantic cost \$1,430 one way, business class \$695, economy \$552, and standby \$239.

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AEROSPACE

Israel Stresses Specialized Military Gear

C&M: Tiny Commuter Airline Grows Steadily in California

By Jane Friedman
GIVATYIM, Israel — Israel Aircraft Industries, an exhibitor at the Paris Air Show since 1971, will show a vast array of its wares this year, but it will not show the Kfir, its superior jet fighter, which created a sensation at the 1977 air show.

IAI, Israel's largest industry with \$800 million in annual turnover, is featuring two civilian aircraft that it hopes to distribute widely, and a variety of military subsystems, particularly missiles and electronic warfare gear.

The reasons are clear. Israel has not yet managed to export the Kfir, its only combat aircraft, mostly because of political obstacles. In addition, the government cut its military budget last year.

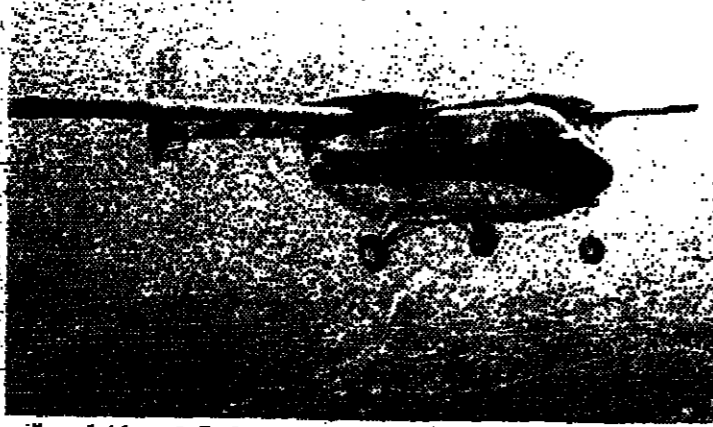
Although Israel Aircraft Industries is still scheduled to produce a second-generation combat plane called the Lavie, other projects were caught in the squeeze. So Israel is seeking to sell abroad the smaller subsystems, which are more marketable than the big items. Also, since the early 1970s, Israel's civilian aircraft have done well abroad and have therefore been improved. "The cut in local orders is the reason we are pushing exports and civilian craft," said Shai Tadmor, press manager for IAI.

Hersh Goodman, military correspondent for the Jerusalem Post, wrote: "While in the past, the defense establishment has concentrated primarily on producing what the Israel Defense Forces need, the next decade will concentrate increasingly on exportable items." He continued: "Israel has learned that one does not necessarily have to produce a plane or tank in order to make money on the international marketplace. Instead one can sell highly specialized battle-tested subsystems."

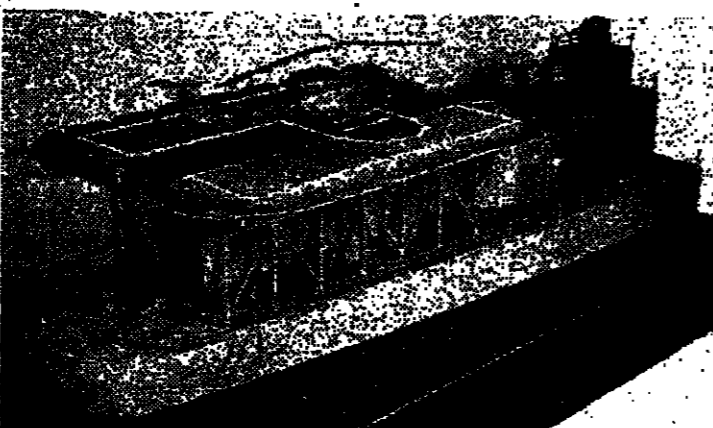
"Noblesse Oblige"

Israel will try to do this partly through the Paris Air Show this year. "Noblesse oblige," Mr. Tadmor said about the status of the show at Le Bourget. "There are not more than 12 countries that manufacture aircraft. We're in that exclusive club, so we have to be there."

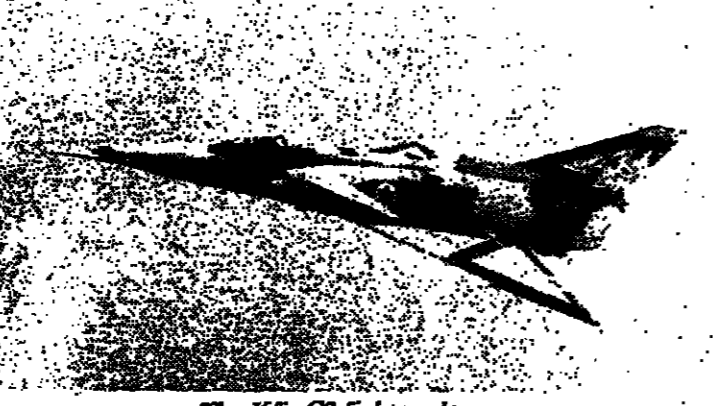
The pitch this year, with the slogan "generations of combat-proven defense systems," is aimed specifically at developing countries shopping for comprehensive defense systems at low cost. "The Middle East arena, also, has very fertile experience in the last 10 years. The experience from the



Israel Aircraft Industries' cargo Commuterliner — Arava.



Copter platform/hangar for ships by IAI.

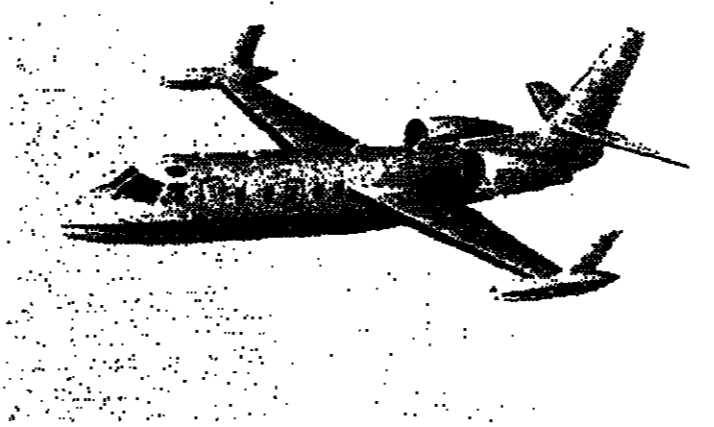


The Kfir C2 fighter plane

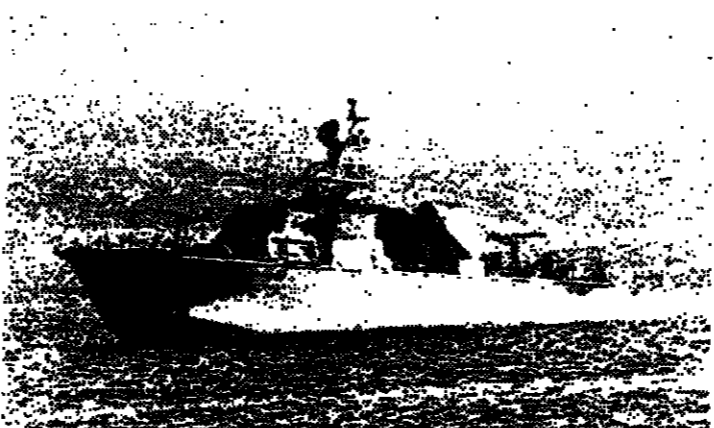
field is embedded in the industry. Our equipment is combat-proven. Also, we have no political interests and there is no threat of intervention."

IAI is presenting a broad spectrum of recently developed, high-technology gear including radar, signal intelligence, trackers, weapons delivery systems, and electronic warfare and counterwarfare. A communications jammer, for example, was recently released for export. The industry is also introducing a battlefield surveillance radar that Israel copied from an earlier U.S. version, according to a spokesman for Israel Defense Forces. It has a range of about 60 miles.

It will introduce its so-called point defense missile system, a surface-to-air device that can be used in any kind of weather on multi-



IAI's Westwind II business jet.



Armed with Gabriel missiles, the Dvora FPB, by IAI.

ple, moving targets with electronic countermeasures. It will also bring the third generation of its Gabriel shipborne surface-to-surface missile. An earlier generation was highly successful during the October, 1973, war, sinking 13 Soviet-built missile boats, according to Mr. Tadmor.

Helicopter Pad

IAI now produces items for air, land and sea. This year, it will unveil an imaginative warship helicopter pad. After the landing, the pad and helicopter sink into the ship and another pad closes above them.

But IAI is still an aircraft company, and it has high hopes for two civilian planes, especially in developed countries.

It has re-outfitted its Arava military transport plane to serve as a combination commuter and cargo carrier for short-range trunk lines, particularly in the United States — where it has sold two. It will show the plane in Paris.

In 1980, IAI put its Westwind-2, a medium-price business jet, on the

market, and it is in Paris for the first time. The Westwind-2 is a twin-jet aircraft with a pressurized baggage compartment and central refueling. Thirty-five have been sold, and the Westwind series is second in its category on the U.S. market.

IAI is also developing a third-generation executive jet called the Astra that will be operative in 1984.

The Lavie, which should replace Israel's aging Phantoms and Kfirs, will be produced in 1988, after an outlay of close to \$1 billion in research and development. The fighter is a small, one-engine craft with high maneuverability. IAI is looking for a U.S. company to participate in production; at the same time, it is hoping to co-produce the U.S. F-18 that Israel will buy.

The Reagan administration recently announced that Israel will be permitted to export the Kfir (it is powered by a General Electric engine), reversing the Carter administration's restrictive policy. Mr. Tadmor said there was a strong possibility that it would sell.

By Charles Hillinger
Los Angeles Times Service

LOS ANGELES — "American Airlines, KLM, Northwest Orient, C&M," the driver of the Los Angeles International Airport terminal bus sang out as he rolled to a stop. "C&M?" repeated a handful of incredulous passengers.

That's "C" as in Mary Clark and "M" as in Bob Mikesell, the unlikely proprietors of a tiny, 2-year-old commuter airline that operates exclusively between Los Angeles International and Inyokern, a small desert community 123 miles (197 kilometers) northeast of Los Angeles.

On Monday the pair added daily scheduled flights between Los Angeles and the desert towns of Palmdale, Apple Valley and Barstow.

"One of these days C&M will be as well known in California as... TWA," said Mr. Mikesell, 51, a retired Navy chief petty officer with 20 years in the submarine service. Mikesell is president of C&M Airlines. Mrs. Clark, 53, the former operator of a Marine Corps laundry, is vice president.

"A lot of airlines are in trouble," Mr. Mikesell said. "Industry giants are losing millions. Small airlines are going down the tube." But, he said, "we're gaining momentum every day."

The airline celebrated two years of accident-free operations May 1. Gross sales the first year were \$600,000; the second year, they were \$1.2 million, Mr. Mikesell said.

The company moved from an \$80,000 loss the first year to break even the second. "We expect to be in the black in the calendar year 1981," Mr. Mikesell said.

"We know what we have to charge [the fare is \$44 each way] to make a reasonable profit. We could go over our heads in debt and buy aircraft. Instead we lease them," Mrs. Clark added.

The airline's 10 pilots and co-pilots fly five leased Cessna 402 twin-engine, eight-passenger planes and two single-engine Cessnas owned by C&M. The flying time is 50 minutes between Los Angeles and the airline's Mojave Desert home at Inyokern.

Since C&M began service, 90 percent of its passengers have had some connection with the China Lake Naval Weapons Center near Inyokern. The carrier provides the only airline service to Inyokern.

C&M operates eight daily round-trip flights between Los Angeles and Inyokern, Tuesdays thru Thursdays. On Mondays and Fridays, when demand is heaviest, there are as many as 13 flights.

"We tailor our aircraft to the routes. If necessary, in deep traffic periods we will run as many as three sections [three planes] on a scheduled run," Mr. Mikesell said.

"To take up the slack during periods when we have airplanes sitting around, we are expanding our air cargo service" in addition to the expansion of the passenger routes.

The decision to begin service to Barstow coincided with the Army's announcement of the opening of a test center at nearby Fort Irwin.

"Based on our success serving the Naval Weapons Test Center at China Lake, serving Barstow is a natural," Mr. Mikesell said. "We have been urged to establish a route to Apple Valley and Barstow by the San Bernardino County Aviation Department, and to Barstow by the military. There is not any regularly scheduled air service to Apple Valley or Barstow at this time. Barstow has a population of 40,000 and, counting its immediate vicinity, 100,000."

Desert Service

Mrs. Clark and Mr. Mikesell's eventual goal is to cover much of the Mojave Desert with small airplanes, providing regularly scheduled flights. Most of the Mojave is without air service now.

Mrs. Clark and Mr. Mikesell together own 80 percent of C&M's outstanding stock. The other 10,000 shares are held by stockholders including airline bookkeeper Nancy Bass, her mother, and one of the airline's two mechanics. In all, C&M has 30 employees.

C&M is just getting its feet wet. A computerized reservation system has been ordered but has yet to be installed. So Linda Dailey, 31, takes all reservations over the phone. To make reservations — even when leaving from Los Angeles — it is necessary to phone Inyokern.

"We pride ourselves on being an on-time airline," Mrs. Clark said. "The majority of passengers leaving Inyokern make connections on other flights in Los Angeles. It's vital we get them there on time. On flights from L.A. to Inyokern, we will wait for regular passengers if their connecting flight is late getting into Los Angeles, especially on the last flights of the day."

Top pay for C&M pilots is \$18,000 a year. They fly 60 to 80 hours a month — normally, three round trips a day. Pilots include Mr. Mikesell and former United Air Lines pilot Bill Tobin, who left United upon reaching its mandatory retirement age of 55.

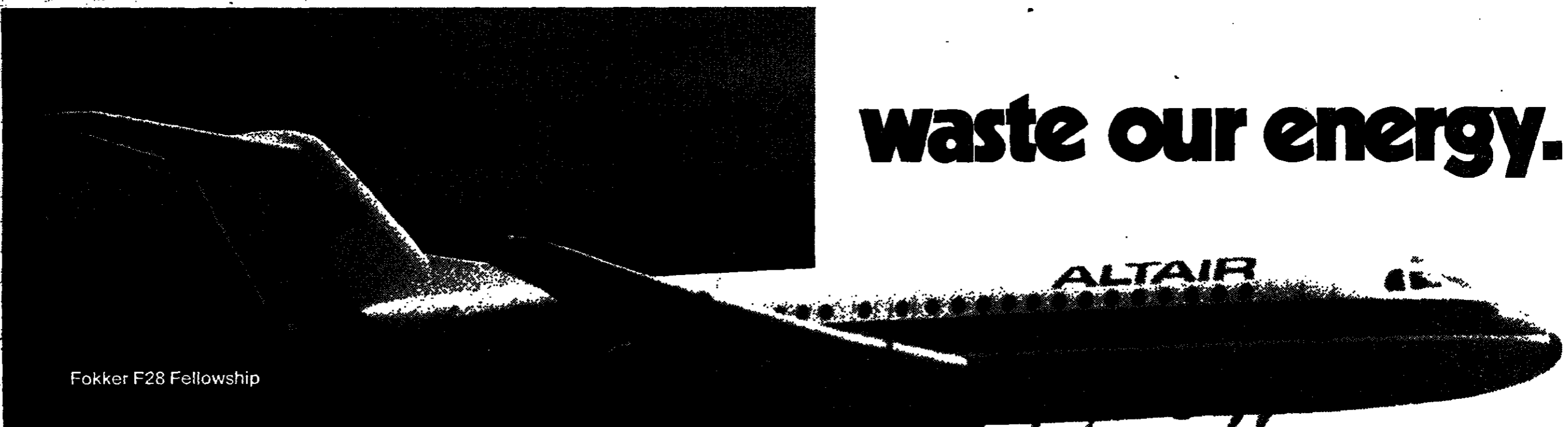
Mr. Tobin says he hired on at C&M "because I just love to fly, whether it's one of these little Cessnas or a big bird." All the pilots and co-pilots live in the Inyokern area.

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When aerospace was science fiction: Balloons and pioneer aircraft were displayed in the Grand Palais de Paris for the first Paris Air Show in 1909. The exhibition was billed as the Salon de la Locomotion Aérienne.

waste our energy.



Fly the fuel-efficient skies of Fokker.


Two totally different aircraft. Two totally different propulsion systems. But the same high standard of proven fuel efficiency. That's what makes the Fokker F28 and F27 the first choices of short-haul operators around the world.

The Fokker F28 is the only short-haul jet offering jet speed and comfort to passengers and cost-efficient operation to airlines. It is the only jet specifically designed to fly short sectors, where flights average 30-45 minutes with quick turn-around times, and do it profitably. With the lowest investment cost of any jet flying today, the F28 further economizes with the lowest fuel consumption of any jet airliner. Over a stage length of 250 nautical miles, the F28, with its two Rolls-Royce RB183 engines, burns up to 35% less fuel than the nearest competitor in operation.

The Fokker F27, with its wide-body look interior and pressurized cabin, is used by major airlines all over the world as leader aircraft on their short-haul networks and to generate traffic on low density routes. Its remarkable energy efficiency is the result of exceptionally low drag qualities, low structure weight and efficient Rolls-Royce Dart 7 turboprop engines. These factors combine to assure fuel consumption that is less than any of the F27's competitors.

The F28 Fellowship and the F27 Friendship — setting new standards of fuel-efficiency and comfort for the airlines of the world.

SEE THEM AT THE PARIS AIR SHOW! CHALET A21 • STAND A/D20



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BUSINESS NEWS BRIEFS

ICL to Cut Its Work Force by 5,200 LONDON — ICL Ltd., the major British computer electronics firm, announced Friday it was cutting its work force by 4,200 in Britain and 1,000 overseas.

Citibank, Pearson Offer Stock Data NEW YORK — Citibank and J.F. Pearson & Co. said Friday they have begun marketing "Stockpoint," a database of institutional stock portfolios.

China to Allow Drilling by 2 U.S. Firms LOS ANGELES — China has signed an agreement with two California-based energy companies to drill for oil and gas, the first time the Chinese government has agreed to permit a U.S. company to drill since the Communist government took power in 1949.

Harvester Nears Debt Refinancing CHICAGO — James C. Cotting, International Harvester's senior vice president for finance, said Friday that lenders accounting for close to 95 percent of the funds involved in its proposed \$3.4 billion revolving credit facility have agreed in principle to participate in the refinancing.

Elf Refining Unit Expects Loss PARIS — Elf-Aquitaine's refining and distribution subsidiary Elf-France could report a loss of 1.2 billion French francs (\$208 million) in the first half of 1981, Michel Schneider-Maunoury, Elf-Aquitaine Chemical and Industrial developments director told a press conference Friday.

Dutch Firm to Sell Ships to Brazilians ROTTERDAM — Rijn-Schelde-Verolme Machinefabriek en Scheepswerf said Friday its Verolme Brazil yard and the Brazilian state-owned shipping company Docowave signed a letter of intent for delivery of three 130,000-ton bulk carriers.

GM's Opel Subsidiary Expects Loss in '81 RUESSELSHEIM, West Germany — General Motors' subsidiary Adam Opel may record a loss in 1981 after a 1980 loss of "several hundred million marks," Management Board Chairman Robert Stempel told workers Friday.

Bankers Debate U.S. Rates As Dollar Gains Strength (Continued from Page 1) Swiss central bank, warned that "we should not overreact to the weakness of our currencies by making monetary policy more restrictive."

Bonn Surplus Down in April FRANKFURT — West Germany had an overall balance of payments surplus of 3.68 billion Deutschmarks in April after a 2.4255 DM, up 3 pence from Thursday's fixing of 2.3955 and the highest rate since Jan. 27, 1977.

ITC Turns Down Japan TV Appeal TOKYO — The U.S. International Trade Commission has upheld a 1971 ruling that Japanese television makers were dumping their products on the U.S. market.

DAF Plans to Shorten Eindhoven Schedule EINDHOVEN, the Netherlands — DAF Trucks said Friday it will again shorten working hours at its Eindhoven factory this year as part of continuing measures to cut production.

Analysts Assay Gold's Outlook By Rory Channing LONDON — Gold prices are expected to flirt with the 1980-81 low of \$457 soon, and possibly move under \$450 for the first time since Dec. 12, 1979, senior bullion dealers say.

BNOOC Offers \$2-a-Barrel Cut LONDON — The British National Oil Corp. Friday offered to cut North Sea oil prices by \$2 a barrel, considerably less than the cut of \$5 to \$6 being sought by major oil companies.

Clausen Backs World Bank Energy Unit Mr. Clausen said the main reason that he likes the affiliate idea is that it is the easiest approach to breaking away from the rigidly restrictive "gearing ratio" of the World Bank itself.

EEC Official's Comment Draws Japan's Criticism By Nicholas Bray BRUSSELS — Japan has complained about remarks by the Common Market Commission's chief trade negotiator on Japanese-EEC trade talks earlier this week.

Currency Rates Table showing interbank exchange rates for June 5, 1981, including bank service charges. Columns include currency, rate, and various market indicators.

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Silver Is Depressed NEW YORK (AP) — High interest rates and a strong dollar continue to depress the price of silver which at one point Thursday broke below the psychological \$10-an-ounce barrier.

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Currency Rates Table showing interbank exchange rates for June 5, 1981, including bank service charges. Columns include currency, rate, and various market indicators.

U.S. Wholesale Prices Up 0.4%; Unemployment Climbs to 7.6%

WASHINGTON — The first decline in U.S. fuel prices in three years held the nation's inflation at the wholesale level to a 0.4-percent increase, or 4.6 percent on an annual basis, in May, the government said Friday.

Room for Optimism Prices for consumer food at the wholesale level stayed even in May for the second month in a row, and passenger car prices continued to rise, climbing 1.2 percent after a 1.4-percent gain in April.

NYSE Falls After Volatility NEW YORK — Even though some interest rate rose, prices on the New York Stock Exchange staged a rally late Friday. Trading was less active than on Thursday.

Wall Street Stock Prices Gain in Afternoon Rally NEW YORK — Even though some interest rates rose, prices on the New York Stock Exchange staged a rally late Friday.

VW Chief Hails Actions by U.S. BOSTON — The president of Volkswagen of America Friday said he was "encouraged" about the future of the U.S. auto industry because of President Reagan's policy of easing government regulation.

No Slackening in Run On Argentine Peso BUENOS AIRES — A run on the Argentine peso has continued despite a 22-percent devaluation Monday, foreign exchange dealers said.

Polish Debt Talks Reset LONDON — The 19-member task force of international banks considering the restructuring of Poland's 1981 commercial debt has delayed its next meeting in Paris by one week, to June 24, it was announced Friday.

Advertisement for International Diamond Sales featuring a diamond image and text: "PUT YOUR TRUST IN A DIAMOND" and "Certified Quality diamonds have appreciated in value tremendously..."

Advertisement for Capital Offshore Limited with text: "Why Big New Growth Drives Keep Starting Early 100% Gains Just an Indication of Future Prospects"

Advertisement for Makita Electric Works, Ltd. (CDB) with text: "Referring to the advertisement of January 1981, the undersigned announces that the new shares..."

Large advertisement for Value Line Investment Survey with text: "VALUE LINE brings COMPREHENSIVE COVERAGE of 1700 AMERICAN STOCKS to European Investors"

NYSE Nationwide Trading Closing Prices June 5

Table of NYSE Nationwide Trading Closing Prices June 5, including various stock indices and individual stock prices.

An Inventory of Fear and Present Danger

By Leonard Silk
NEW YORK — These are days when many people, great and humble, have the sensation of living under a volcano.

As difficult as it may be to specify the day's fears and anxieties, the inventory of present dangers, a sorting of them into such categories as "real" and "false" or at least exaggerated, and a search for solutions tied to specific dangers, when possible, or to general dangers when they overlap.

— and breeds either immobility or panic.
As difficult as it may be to specify the day's fears and anxieties, the inventory of present dangers, a sorting of them into such categories as "real" and "false" or at least exaggerated, and a search for solutions tied to specific dangers, when possible, or to general dangers when they overlap.

NEWS ANALYSIS

Danger to the world economy: real. Needed: a better coordinated Western approach to fiscal, monetary and interest-rate policy. This should be high on the agenda at the summit meeting of Western leaders in Ottawa in July.

European Stock Markets

Table of European Stock Markets closing prices in local currencies for June 5, 1981, including Amsterdam, London, and Zurich.

London

Table of London stock market closing prices for June 5, 1981.

Brussels

Table of Brussels stock market closing prices for June 5, 1981.

Milan

Table of Milan stock market closing prices for June 5, 1981.

Paris

Table of Paris stock market closing prices for June 5, 1981.

Zurich

Table of Zurich stock market closing prices for June 5, 1981.

Milan

Table of Milan stock market closing prices for June 5, 1981.

Toronto Stocks

Table of Toronto stock market closing prices for June 4, 1981.

Montreal Stocks

Table of Montreal stock market closing prices for June 4, 1981.

Canadian Indexes

Table of Canadian Indexes for June 4, 1981.

Tokyo Exchange

Table of Tokyo Exchange closing prices for June 5, 1981.

Frankfurt

Table of Frankfurt stock market closing prices for June 5, 1981.

Table of Gold Options (prices in \$/oz.) for various gold contracts.

European Gold Markets

Table of European Gold Markets for June 5, 1981.

Gold Options

Table of Gold Options (prices in \$/oz.) for various gold contracts.

European Options Exchange

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Table of Gold Options (prices in \$/oz.) for various gold contracts.

Eurocurrency Interest Rates

Table of Eurocurrency Interest Rates for June 5, 1981.

Frankfurt

Table of Frankfurt stock market closing prices for June 5, 1981.

Milan

Table of Milan stock market closing prices for June 5, 1981.

Zurich

Table of Zurich stock market closing prices for June 5, 1981.

Milan

Table of Milan stock market closing prices for June 5, 1981.

Zurich

Table of Zurich stock market closing prices for June 5, 1981.

INTERNATIONAL EXECUTIVE OPPORTUNITIES

Mobil Oil Canada advertisement for Geologists and Geophysicists, including contact information and details about the company's operations in Canada.

MSL International Management Consultants advertisement for V-P Sales & Marketing, featuring a 'Sales Manager' position and contact details.

Major Electronic Chemical Manufacturer advertisement for a (semi-conductor) technical manager, including contact information for HUNT CHEMICAL.

AMEX

AMEX Nationwide Trading Closing Prices June 5

Tables include the nationwide prices up to the closing on Wall Street.

Main AMEX stock price table with columns for stock symbols, prices, and changes. Includes sub-sections for 12 Month Stock, 12 Month Div., and 12 Month P/E.

U.S. COMMODITY PRICES

U.S. Commodity Prices table including Chicago Futures, International Monetary Market, London Metals Market, and Cash Prices.

London Metals Market table showing prices for various metals like Gold, Silver, and Platinum.

Cash Prices table listing prices for commodities such as Sugar, Coffee, and Cocoa.

Commodity Indexes table showing index values for various commodity groups.

Dividends table listing dividend payments for various stocks.

Market Summary NYSE Most Active table showing trading volume and price changes for major stocks.

Standard & Poors NYSE Index table showing index values and components.

Old-Lot Trading in N.Y. table listing prices for old-lot trading.

AMEX Index table showing AMEX index values.

The world at your finger tips. International Herald Tribune. Increase. In depth. International.

25 Die, Many Injured In Polish Train Crash. Nazareth Mayor Attacked. The Associated Press. TEL AVIV - Unidentified assailants armed with sticks attacked Mayor Tewfik Zair of Nazareth as he attended a community meeting Thursday, police said. His injuries were termed slight.

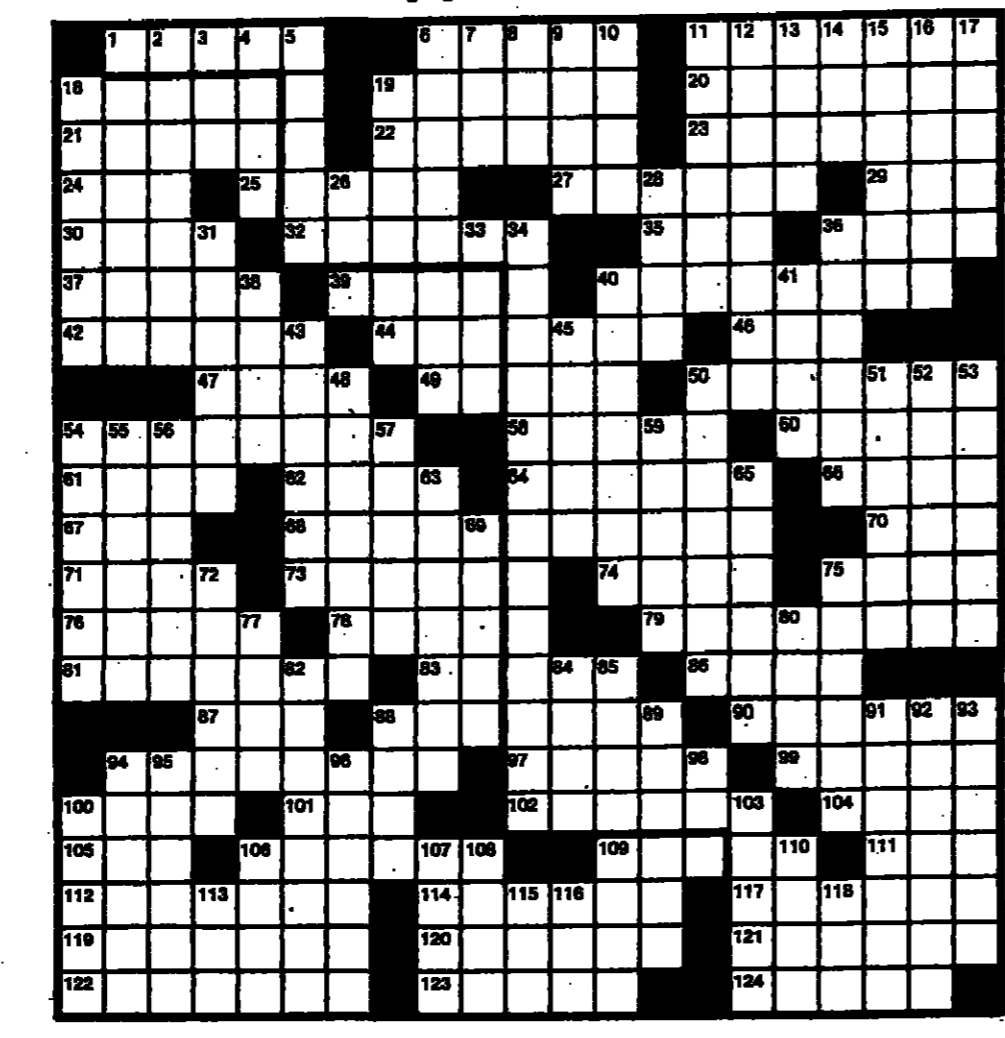
CROSSWORD PUZZLE

Edited by EUGENE T. MALESKA

Stepquote By E.T.M.

ACROSS

- 1 Start of Stepquote
6 Pinch
11 Angular-measurement units
18 Props
19 Unbent
20 Resilient
21 Any La. county
22 Race
23 Stepquote source, for short
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27 Antithesis of outgo
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30 Llongy
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36 Rialto
37 Vitiate
39 Merchandise
40 Associates of the Lincoln
42 Of a battery terminal
44 Send on a detour
46 Former initials at Cairo
47 Malefic
48 Incessant
49 Set of a sort
50 Love poem or song
58 "I cannot"
60 Facing a glacier
61 "Bullets," in poker
62 Ally of Abraham
64 Casabas
66 Army
67 Small flounder
68 Garnish for pasta



- DOWN
1 Comic
2 Hamlet's friend
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4 —up (spill the beans)
5 Stepquote: Part II
6 Gave abundantly
7 Peaked
8 —fina
9 Beautiful woman
10 First place
11 Shark's hanger-on
12 About 8 percent of earth's crust
13 Freshwater fish
14 Kabibble
15 Cossack chief
16 Strong smells
17 "Kendworth" author
18 Capital of Louisiana
19 —of 1812
20 Dir. from Paris to Calais
21 Adjective for a knave
22 Nobelist in Physiology or Medicine: 1954
23 Prefix with plane
24 Stepquote: Part IV
25 Photographer married to Arthur Miller
26 Rikki-tikki-tavi
27 Dallas and Kowalski
28 Rackstraw and Dandey
29 Blind up the wozzles
30 Base for cosmetics
31 Note-pad artwork
32 Campaign concerns
33 "Lady Inger of —" Ibsen
34 Bovary, for one
35 University in Nova Scotia
36 Interdicts
37 Sifaka or potto
38 Chauwecons
39 Unpleasant way to meet
40 Nice note
41 Sault — Marie
42 Lincoln Memorial column style
43 Stepquote: Part VI
44 "Mary —" little...
45 Hoopie's cry
46 With 110 Down, a poet
47 See above
48 Kind of vt.
49 Cole or Turner
50 Friend in Aberdeen
51 Comedian Conway

Solution to Last Week's Puzzle
A grid of letters corresponding to the crossword puzzle from the previous week.

WEATHER

Table with columns for city, high, low, and weather conditions. Cities include Albany, Albany, Amsterdam, Ankara, Athens, Auckland, Bangkok, Beirut, Belgrade, Berlin, Boston, Brussels, Bucharest, Budapest, Buenos Aires, Calgary, Casablanca, Chicago, Copenhagen, Costa del Sol, Damascus, Dublin, Edinburgh, Florence, Frankfurt, Geneva, Helsinki, Hong Kong, Houston, Istanbul, Jerusalem, Las Palmas, Lima, Lisbon, London, Los Angeles.

ADVERTISEMENT INTERNATIONAL FUNDS

Table listing various international funds with their names and numerical values. Includes sections like 'Alliance Intl. C/A Bk of Bermuda/Berm.', 'Bank Julius Baer & Co Ltd.', 'Bank of America', etc.

BOOKS

WORLD WITHOUT END
By Francine du Plessix Gray. 314 pp. \$12.95.
Simon & Schuster, 1230 Avenue of the Americas, New York 10020.

Reviewed by John Leonard

MOST of us — unless we hate literature and would kill it with a theorem or reduce all mystery to a Rorschach blotch that can only be deciphered by semiologists — choose up sides while reading a good novel. We root for a character, as though we were fans at a baseball game. In very good novels, the character for whom we are rooting will disappoint us; art is expensive and enthusiasm is cheap.

"World Without End" is a very good novel, and a fine surprise. I was not an admirer of Francine du Plessix Gray's first novel, although her non-fiction books on "Divine Disobedience" and "Hawaii: The Sugar-Coated Fortress" were graceful and intelligent and quirky. That first novel, "Lovers and Tyrants," suffered from a sort of vegetable rot of lyricism, especially when she wrote about sex, which she wrote about as clumsily as D.H. Lawrence.

There is sex in "World Without End," but not much flora and fauna in the description of it. There is lyric excess, in conversation, in letters and in thought — "old Romantic tripe. Divinity of the creator, artist as sacred vessel — bane of our existence! Debased Faustianism, elitist ooze, Kraut metaphysics doled out in seedy art schools" — but, obviously, it is ironic. Gray has chosen to sanitize the art, the religion and the politics of the last 35 years. She has also chosen to forgive the creatures of her satire; they are more disappointed in themselves than readers will be in them as characters.

Edmund is the only child of an impoverished Russian mother. His mother, Mara, teaches music in New York to the children of the ruling class, who have more money and less talent than Edmund. So, in the summer of 1945, speaking four languages, Edmund finds himself adopted by a WASP family vacationing on Nantucket. He is 15 years old, Claire is 15, Sophie is 15. Sophie is Jewish, and will grow up to be Barbara Walters. Claire, who takes care of wounded birds and rabbits, will fling herself into every radical cause from anti-vice to anti-Vietnam, and spend some time as an Anglican nun. Edmund, who deflowers Claire and goes on to live with Sophie, will abandon his painting for a career as a professor of art at Berkeley, preoccupied with Titian and the sacred and the profane.

Claire and Sophie are his adamant muses.

For most of the novel, we are in the Soviet Union in 1975. Edmund, Claire and Sophie are trying to come to terms with their long friendship. Most of the time we are also in Edmund's Sophie and spent some dreary years — obliged to think about "the disputed meaning of clocks in 17th-century still life," Aztec symbols of purification and as reflected in First-Century Nautismatics — living with his own creature of her satire, Toby and the sense of melancholy, boredom and the void which he abhors in modern art.

Edmund is the classic outsider. At age 15, he fell in love with the privileged Claire and Sophie. He found, in Claire's father "Plinker," the father he had never known, and years later he will retrace the family on Nantucket;

But the reader chooses sides. In this novel about Renaissance art and Puritanism, about Anglican convents and academic departments of art, about friendship and that television soap opera "General Hospital," about lust and literature and missing fathers and saints full of greed and pride and envy — in this popcorn-popper of ideas, in which Edmund is the tourist of art, Claire the tourist of suffering and Sophie the tourist of everything, we are blessed with real people in the middle of an important argument about art and religion and sexuality. We are persuaded.

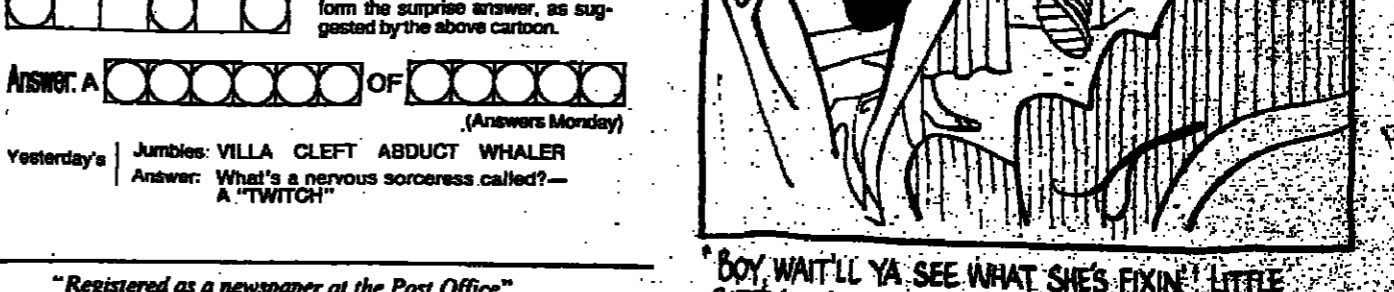
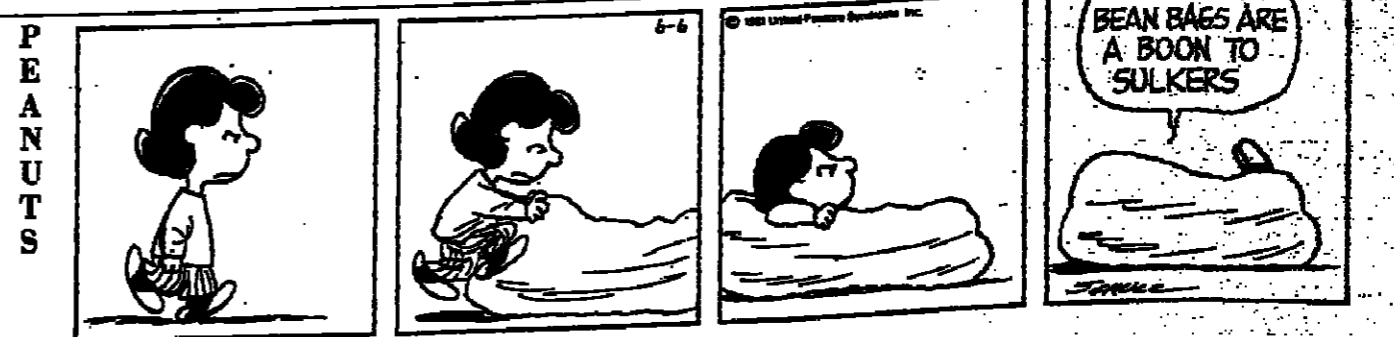
Nantucket is splendidly evoked. So is Leningrad, whose roofs are "shimmering like the variegated scales of a giant lizard." So is New York, and the "terrible slowness" of Edmund (who "always realized things awfully late") and Sophie (whose breasts are "like bread loaves warm from the oven"). Claire, who would be a saint, who would love her rabbits to death, escapes us, and she is trapped somewhere else between art and religion, between witness and victim.

I chose Sophie to root for. It's been a long time in novels since I was a fan. Gray tells us that "Orpheus dismembered will continue to sing, his head floating down our rivers." A real friend will either scoop up the head or hit it with a stick. Gray scoops and sings.

John Leonard is on the staff of The New York Times.

Saturday Review Picks New Editor

NEW YORK — Stephen B. Shepard, national affairs editor of Newsweek magazine, has been appointed editor of the cultural news magazine Saturday Review. Shepard, 41, succeeds Caril Tucker, 29, who announced last month that he was resigning July 1 because he was not comfortable working at the magazine as an employee. Tucker and some other investors owned the magazine until he sold it a year ago to Marco Communications, Inc.



Registered as a newspaper at the Post Office. Printed in Great Britain.

Borg Storms to Paris Final; Lendl Beats Clerc in 5 Sets

By Nick Stout
International Herald Tribune

PARIS — Bjorn Borg added some color to his game Friday and drove Victor Pecci out of the French Open tennis tournament, 6-4, 6-4, 7-5. The victory earned Borg a meeting with Ivan Lendl for the championship Sunday.

Lendl eliminated Jose-Luis Clerc, 3-6, 6-4, 4-6, 7-6, 6-2 after surviving a match point in the fourth set's tiebreaker.

Borg had lost to Pecci for the first time last April 14 in Monte Carlo, and perhaps he was inspired by an urge to settle accounts. To complement his familiar ground strokes and backhand passing shots, Borg dusted off his volley and made it work — especially in the first set.

"I tried to come in as much as I could," he said. "It's difficult to make perfect passing shots all the time."

Pecci, from Paraguay, has been highly popular at Roland Garros Stadium ever since he cruised into the 1979 final against Borg by sweeping past Harold Solomon, Guillermo Vilas and Jimmy Connors.

Although he lost his quest for the title that year, Pecci extended Borg to four sets, something nobody has been able to do here since.

Lendl went ahead again with a forehand down the line and brought on a fifth set by confronting Clerc with the ball at his feet.

With the score at 2-2 in the fifth, Clerc was serving at 40-love. Lendl stayed with every point, however, until he had won the game. It seemed to break Clerc's resolve, as he was never again in the match.

"Physical condition made a difference," Lendl said. "I'm very fit. He got a little tired at the beginning of the fifth set. I recognized that and tried to take advantage of it."

Lendl, who is 21, has defeated Borg in two of the six matches they have played. Last year in Basel, Switzerland, the pair battled for four and a half hours indoors before Lendl was able to win the fifth set.

Borg got his revenge last January, when he stopped Lendl in three straight sets in the Masters tournament.

"I consider Borg to be the biggest player in the history of tennis," Lendl said. "It will be tough to play against him in the final, but I promise you I will try."



Bjorn Borg
... One more time.

Yankees Maul Orioles, 12-3

Washington Post Service

NEW YORK — Circle it on your calendar: the last 11 days of the baseball season, Sept. 24-Oct. 4. Plan on keeping tabs on the New York Yankees and Baltimore Orioles when they meet next time.

As they left Yankee Stadium, all the old heads on both sides knew the meaning of Thursday night's

moved within .004 of first-place Baltimore. "And do you know what it all means? It don't mean a damn thing. These teams are so close that only one thing's for certain: The next time we meet [seven times in those final 11 days] it's going to be for the cash."

That's almost certainly the correct view. That's why Oriole Manager Earl Weaver was in the mood he always saves for meaningless catastrophes. "Ain't baseball a wonderful game?" he chirped. "We got a nice little race now. This'll remind us who we're up against."

BASEBALL ROUNDUP

12-3 Yankee romp — as well as the impact of the past 11 days, in which the teams have played six games. What they knew was what they feared all along. Neither side can get rid of the other. Each is just too good.

The Orioles were shot, stuffed and maimed Thursday. New York completed a three-game sweep with a 17-hit offense and eight innings of one-hit shutout pitching by 20-year-old rookie Gene Nelson.

The Yankees led, 11-0, after six innings, blasting Dave Ford for seven runs in fewer than four innings. And after leadoff man Al Bumbry singled to open the game, Baltimore did not get another hit off Nelson until the ninth, when Rich Dauer and Eddie Murray homered and Terry Crowley doubled.

It was a night of ovations for the home team. Bobby Murcer got one for his 1,000th career run batted in. Dave Revering, who ignited the sweep with his 11th-inning home run Tuesday, got one for another homer. And Nelson got one for matching fellow rookie Dave Righetti, who also shut out the Orioles for eight innings Wednesday. "I felt," beamed Nelson, "just like you'd think I'd feel."

Last week, the Yankees left Baltimore after losing two brilliantly close games and one embarrassing slugfest. Now the roles are reversed. Baltimore dropped two brilliant, tense games — both on Yankee homers in the 11th inning. And they were humiliated in a slugfest.

"We crushed 'em," said Reggie Jackson after the Yankees had

Twins 7, Rangers 3
In Bloomington, Minn., Ron Jackson and Danny Gooden each drove in two runs to lead the Twins to a 7-3 victory over Texas. Bill Stein, who broke an American League record with his seventh consecutive pinch-hit last week, failed in his effort to tie the major league record of eight when he grounded out in the ninth.

White Sox 4, A's 2
In Chicago, Chet Lemon's single in the eighth snapped a 2-2 tie and gave the White Sox a 4-2 victory over Oakland.

Red Sox 6, Indians 5
In Cleveland, Carnes Lansford hit the game-winning homer in the eighth as Boston defeated the Indians, 6-5. Mike Torrez (5-2) allowed six hits and two Cleveland runs before Mark Clear relieved him with two out in the sixth. Clear pitched

into the ninth and gave up a two-run home run to Rick Manning before Tom Burgmeier came on for his fifth save.
Pirates 5, Cubs 4
In the National League, in Pittsburgh, Lee Lacy tripled and scored on Dale Berra's bloop single in the 10th to give the Pirates a 5-4 decision over Chicago — keeping the 10-36 Cubs winless in 17 games on artificial turf this season.

Cardinals 4, Expos 1
In St. Louis, Dane Iorg went 3-for-3, drove in a run and scored twice in the Cardinals' 4-1 defeat of Montreal. Lary Sorensen, who had lost his last four decisions, raised his record to 5-4 by scattering seven singles (three of them by Larry Parrish).

Padres 7, Astros 5
In San Diego, first baseman Randy Bass, out of the starting lineup since April 28 because of an early-season slump, drove in four runs with a single, double and homer to boost the Padres past Houston, 7-5. It was San Diego's first victory over the Astros in six games this season.

U.S. Sport Tangled in TV's Cable Web

By Mike Rabun
United Press International

DALLAS — Its growth has been like one of those creatures that swells to full-size over the space of two hours in a science-fiction movie.

As first the growth was gradual, generally unnoticed by the public. Now its expansion is rapid and well-publicized. And future growth of cable television is almost incalculable.

About sure thing is that the day of free telecasts of major athletic events is drawing to a close. As former Southern Methodist University Athletic Director Russ Potts puts it:

"Right now, your son says to you, 'Daddy, were there really days when you could buy a hot dog for a quarter?'
Like Son, Like Grandson
"Well your grandson will be sitting on your lap in a few days and he will say to you, 'Granddaddy, do you mean you used to be able to turn on the television set and watch the Dallas Cowboys play for free?'"

Each day new television sets are added to cable's empire. At any hour of the day or night, some form of sports programming can be seen for a fee. Subscription stations are appearing in market after market like weeds along the highway.

Ten years ago, according to the National Cable Television Association, there were 5.3 million cable subscribers around the country. Now there are 19.1 million. More than half the TV-set owners who have the opportunity to subscribe to a cable service do so. The growth seems almost out of control.

The hierarchy of professional sports is worried about possible over-saturation brought about by cable TV. If a viewer can turn on his set and see one, two or three baseball games, why should he go out to the ballpark and pay for the home team in person?

But there is an even greater concern growing among club owners: If cable companies are

making millions and millions of dollars showing my team, where is my share?
"Right now, you don't really have any protection for your product," said Potts, now in the employ of the Chicago White Sox. "We are seen everywhere and we are not being compensated for it."
Chicago's games are shown on "superstation" WGN-TV. Because that station utilizes a satellite, its signal can be picked up by cable systems throughout the nation. The same is true for Ted Turner's WTBS-TV in Atlanta, which shows Atlanta Braves games.

They play day games and are looking for something to fill the airwaves at night. They might work out a deal with the Texas Rangers' subscription station — if there was one — to trade 20 games.

In other words, the same athletic event can bring revenue to many different pockets.

The problem with the current network television contracts, in Potts' opinion, is that they simply do not provide the kind of money that will ultimately be available from cable or subscription stations.

The upcoming National Football League season will be the last under the league's present contract with the three commercial networks. Another will be signed before the 1982 season, probably lasting for four years.

That contract, many feel, will be the last granted to commercial networks by the NFL. By the second half of the 1980s, cable TV will be so widespread it should be able to compete successfully for any and all big-time sports.

"I'm no lawyer, ..."

Monday Ruling Is Expected on Baseball Strike

United Press International

ROCHESTER, N.Y. — Whether major-league baseball will go on strike this season is up to U.S. District Judge Henry Weiker, who is expected to rule Monday on a request for an injunction filed by the National Labor Relations Board.

The NLRB wants Weiker to issue an injunction prohibiting the club owners from inserting a provision in their basic agreement with the players that would grant them compensation if they lose a player through free agency. Without the provision, the players would have no reason to strike.

Major League Standings

NATIONAL LEAGUE

Team	W	L	Pct.	GB
Philadelphia	29	23	.558	—
St. Louis	28	24	.538	1 1/2
Boston	27	25	.519	2 1/2
Pittsburgh	23	33	.411	8 1/2
New York	18	38	.319	13 1/2
Chicago	17	39	.302	14 1/2
Los Angeles	21	27	.436	—
San Francisco	20	28	.415	1 1/2
Atlanta	16	32	.333	5 1/2
San Diego	16	32	.333	5 1/2

AMERICAN LEAGUE

Team	W	L	Pct.	GB
Baltimore	27	25	.519	—
New York	26	26	.500	1 1/2
Milwaukee	26	26	.500	1 1/2
Cleveland	24	28	.461	3 1/2
Detroit	25	29	.461	3 1/2
Toronto	16	38	.296	12 1/2
Oakland	23	31	.426	—
Chicago	22	32	.408	1 1/2
Texas	20	34	.370	3 1/2
California	23	27	.458	—
Kansas City	17	36	.319	13 1/2
Seattle	13	40	.243	17 1/2
Minnesota	15	38	.286	15 1/2

But before it is, the issue of who gets how much will be argued. "It's not fair if a game is seen all over hell's half-acre and you are not being compensated for it," said Potts. "I'm no lawyer, but in every other element of society you have the right to protect your product."

The rules of the game are still being written. Big bucks are at stake and some of those fighting for them could well wind up in the Supreme Court before everything is settled.

Looking ahead, Potts mentioned college basketball. But he might as well have been talking about all professional and intercollegiate sports.

"Without a doubt this [cable and subscription] television will have an impact on the whole membership of the National Collegiate Athletic Association," Potts said. "It is a thriving example of entrepreneurs working in a free enterprise psychology."

The enterprise may be free. But it seems almost certain that within a few years, much of big-time televised sports will not be.

Aoki's 67 Leads In Atlanta Golf; 7 Are Tied at 68

The Associated Press

ATLANTA — Isao Aoki birdied the first four holes Thursday on his way to a 67 and the first round lead in the Atlanta Classic golf tournament.

Aoki was a shot in front of a formidable group that included Jack Nicklaus, Tom Watson, Larry Wade and Tom Lehman. Aoki, with three birdies and an eagle, Gary McCord, Tommy Valentine, Calvin Peete and Roger Maltbie — who birdied his last four holes.

Nicklaus, making his last competitive appearance before defending his title in the U.S. Open championship, had a share of the lead until he 3-putted for his only bogey of the day on the final hole. Watson, golf's leading money winner for the last four seasons and leading the list this year, played the front nine in 32 and the back with nine pars.

Anger Ventured

But Pecci thought the ball had landed in bounds, and to vent his anger, he opened the third set with a service ace. He broke Borg in the sixth game to go ahead, 4-2, but promptly allowed Borg to get the game back by netting easy drop shots.

Pecci broke again to take a 5-3 lead, but he could not capitalize on it, as he gave away two set points and lost the ninth game by double faulting.

With Borg serving at 4-5, Pecci established set point: A drop-shot left Pecci sprawled on the clay, but it was so good Borg could not touch it. But Pecci squandered the opportunity again, making three consecutive errors that left the match tied at 5-5.

Exasperated, Pecci double-faulted twice in the next game, and finally broke again to take a 6-5 lead.

Of a Pink Gown and Badminton

By George Vecsey
New York Times Service

NEW YORK — She had a date to a prom in another city. In the evening she would come home from badminton practice and transform herself from jock to belle of the ball, parading through the living room in the frilly pink Mary McFadden gown she had discovered downtown on a marked-down rack.

Her father could not keep up with the transformations. Forget about the little girl who used to announce "my feet are tired" every time they went to the city or when she arrived home from kindergarten at 11:30 each morning to share lunch and the antics of the Cookie Monster with him. That was ancient history. Time was speeding up.

Only 15 months ago his daughter had discovered the joy of being a jock, pushing herself into shape. She had invited herself along on one of his afternoon runs, asking pertinent questions about pace and exertion and diet. Most of her role models were women, her mother, her sister, the teacher on her summer bicycle tour. Her father was glad to be able to share a few rudimentary points about being a jock.

But there came an afternoon, when they were running their favorite two and a half-mile loop, that she asked if he would mind waiting by the car while she ran another mile. Now she takes four-mile runs before breakfast, even on days when she has badminton matches.

She discovered badminton last spring, shortly after she began running. It may sound like something done at lawn parties, but it is also a varsity sport complete with uniforms, home and away matches, league championships and county championships. It also has its mystique, its competitiveness, its strategy. She quickly discovered the challenge of beating someone else, of playing to win.

The Mysteries

Just as the prom gown transformed her into an elegant young woman, the badminton brought out a killer instinct that had been lurking inside the little girl. It was fun to smash a shuttlecock through the defensive swing of an opponent. It was fun to make a drop shot and watch an opponent's be-lated lunge.

She also delved into the mysteries of competition — why girls from some schools were sullen and tried not to even return a stray shuttlecock with courtesy, but would make her reach under the net, why girls from other schools

would look her in the eye and talk pleasantly before a match. She also had to learn to blend the liking and the disliking into her own desire to beat them all.

The killer instinct did not transfer into all sports. Last fall, she discovered she did not want to risk her cellulite's fingers catching gymnast football passes, playing against boys. Her time for all-out effort would come this spring in her last high school badminton season.

The invitation to the prom arrived early in the season. Her father remembered the young man from last summer, when a group of teen-agers assembled near the George Washington Bridge for a three-week biking tour to Quebec. The young man from the Midwest had seemed bright and sensitive, comfortable with his own parents.

After the bicycle tour, the young man and young woman had traded friendly notes every month or so, culminating in the invitation to the prom. She was thrilled when her parents gave her an airplane ticket for two nights in the Midwest.

"He'll kill me," the daughter exclaimed that night. At first her parents did not know if she was talking about the coach or her friend in the Midwest. Maybe she did not know, either, until she began talking out loud about the dilemma:

"She wanted to wear the gown to a prom in another city, wanted to visit a good friend. But she and her doubles partner and her teammates and her coach had been working two months to challenge for first place."

"No Way I Can Go"

"We won't know until the week before the prom if we qualify for the county tournament," she told her parents. "I can't make him hang on until then. If I decide to go to the prom, they'd throw me off the team right away and my doubles partner couldn't play for the individual title, either. I've been working on this all spring. There's no way I can go to the prom."

She called her friend in the Midwest who said he understood completely. He could easily ask one of the girls in his school and maybe he would come East this summer.

As soon as she made her decision, the team lost a match and fell into a tie for first place, forcing a playoff with last-year's champions.

In the playoff, the young woman and her teammates were defeated, leaving them with no tournament on the day of the prom in the Midwest. She still holds up the designer gown and wonders when she will get to wear it. But she knows she would rather have worn her blue-and-white badminton uniform on the day of the prom.

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Los Angeles	003 011 000-4 12 0
Cleveland	009 011 000-4 12 0
Philadelphia	003 011 000-4 12 0
Baltimore	009 000 000-3 4 1
New York	008 204 100-12 12 0
Ford	000 000 000-12 12 0
Los Angeles	009 000 000-11 2 0
San Diego	000 000 000-11 2 0
Chicago	009 000 000-11 2 0
Los Angeles	009 000 000-11 2 0
San Diego	009 000 000-11 2 0

NATIONAL LEAGUE

St. Louis	001 001 000-1 7 1
Los Angeles	001 001 000-1 7 1
San Francisco	001 001 000-1 7 1
San Diego	001 001 000-1 7 1
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Los Angeles	001 001 000-1 7 1
San Francisco	001 001 000-1 7 1
San Diego	001 001 000-1 7 1
Los Angeles	001 001 000-1 7 1

Transactions

BASEBALL
TEXAS — Traded Bobby Bonds, outfielder, from the Oakland Athletics to the Chicago Cubs for cash on a player to be named later.

FOOTBALL
HOUSTON — Signed Bill Moseley, defensive back, and DeForest Braker, linebacker.

BASKETBALL
ST. LOUIS — Picked Mike Ramsey, infielder, on the 15-day disabled list. Moved Derrek Parker, catcher, from the 15-day disabled list to the 60-day disabled list.

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Art Buchwald

Hard-Line Butter

WASHINGTON — The good news from the State Department is that the United States is stuck with 100,000 tons of surplus butter. The bad news is that the only customer for it is the Soviet Union.

"I'm on Haig's side. What's the problem?" "The problem is that Uncle Sam is up to his eyeballs in surplus butter, and if we don't get rid of it soon, a lot of it will go rancid.



Buchwald

Festival Opened By N.Y.C. Ballet

NEW YORK — The New York City Ballet has begun a 10-day Tchaikovsky Festival that will comprise 14 programs, including 12 world premieres.

Three of the new ballets were seen on opening night Thursday, which began with an orchestral performance of the overture-fantasy "Romeo and Juliet."

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Maeght and His Artists

By Susan Heller Anderson New York Times Service SAINT-PAUL, France — One sunny day in 1930, an elderly gentleman wearing a pinoc-nez and a small mustache burst into a printer's small shop in Cannes.

Maeght is as busy as he can get from his childhood in Hazebrouck, in northern France. His father, a train conductor, was killed in the World War I and his mother remarried a peasant.



Aimé Maeght

PEOPLE: Pope Meets American

Hurt in Same Attack In Vatican City, an American woman wounded in the attack on Pope John Paul II was wheeled into his Vatican apartment and they exchanged kisses in an emotional meeting Thursday.

More Than a Dealer

Unlike most dealers and galleries, which take works on consignment, Maeght buys all works outright. He demands total control, representing his artists worldwide.

CLASSIFIED ADVERTISEMENTS

Real Estate: FRENCH PROVINCES, HOLLAND, SWITZERLAND, GERMANY, ITALY, PORTUGAL. Employment: GENERAL POSITIONS WANTED, DOMESTIC POSITIONS WANTED, EXECUTIVE POSITIONS AVAILABLE. Services: BILINGUAL BUSINESS and traveling, PERSONAL ASSISTANT, INTERPRETER, AUTOMOBILES, LEGAL SERVICES, AUTO RENTALS, AUTO SHIPPING, CHARTERS, LOW COST FLIGHTS, CRUISE IN ELEGANCE. Holidays & Travel: A FLOAT IN FRANCE, HOLIDAYS & TRAVEL, CRUISE IN ELEGANCE. Collectors: WORLD MAPS/ROYALTY MAPS, BOOKS, SEA PINES ABROAD, SPANISH COURSES IN SEVILLE, PEN PALS.